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Chaitra 7, 1884 (*Saka*)

LOK SABHA DEBATES

(Sixteenth Session)

(Vol. LXII contains Nos. 11—14)

LOK SABHA SECRETARIAT
NEW DELHI

ONE RUPEE (INLAND) FOUR SHILLINGS (FOREIGN)

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LOK SABHA

Wednesday, March 28, 1962/Chaitra, 7, 1884 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

Mr. Speaker: Question No. 247.

The Deputy-Minister of Food and Agriculture (Shri A. M. Thomas): if you so perimt, I shall answer Question No. 250 also, because it relates to the same subject.

Shri D. C. Sharma: My question should be answered separately.

(Shri A. M. Thomas): Yes.

Export of Sugar to U.S.A.

*247. **Shri P. G. Deb:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) how much sugar has been released for export to the United States during the period from November, 1961 to March, 1962 so far; and

(b) how much quantity has been exported so far?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). Export to U.S.A. can be made to the extent of quoaa allocated by U.S. Government. During the period November 1961 to March 1962, 49,109 metric tons of sugar was shipped to U.S.A., covering the entire quota available.

Mr. Speaker: The hon. Member Mr. Sharma appears to have assumed the role of the Speaker. It is for the Chair to decide.

Shri D. C. Sharma: I suggested that my Question No. 250 may be answered separately, as otherwise it limits the scope of supplementaries.

Mr. Speaker: The hon. Member cannot prevent the Minister. He must ask me.

Shri D. C. Sharma: I only made a humble submission to you.

Mr. Speaker: Let us see. I shall allow Mr. Sharma opportunity to put questions. When two questions can be disposed of at one time why should I allow only one?

Question No. 250 may also be answered.

Export of Sugar

*250. **Shri D. C. Sharma:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) the total production of sugar in the country during 1961-62 so far;

(b) how much sugar is surplus in the country at present;

(c) the arrangements made for export of surplus sugar with names of countries and the quantity to be exported to each of them; and

(d) the estimated earnings of foreign exchange on such exports?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) Sugar produced during 1961-62 upto 15-3-1962 was 18:57 lakhs metric tons.

(b) It is estimated that the surplus at the end of the sugar year 1961-62

(November—October) after providing for normal carry-over would be around 11 lakh metric tons.

(c) and (d). Arrangement has been made with the Indian Sugar Mills Association for export of surplus sugar. The Association has so far sold 75,785 metric tons of sugar in 1962 to the under-mentioned countries. Further sales are in progress

(i) U.S.A.	2,540
(ii) Canada	71,120
(ii) Middle East countries	2,125
TOTAL:	75,785

The above sales are expected to yield a foreign exchange of about Rs. 2.68 crores

Shri P. G. Deb: May I know what is the total subsidy given to the sugar mills for this export?

Shri A. M. Thomas: As I have already stated, the total quantity that was exported to the United States was 1·48 lakh metric tons in 1960. We had to pay a subsidy of Rs. 3·26 crores and the foreign exchange earning on this quantity is Rs. 7·9 crores.

Shri P. G. Deb *rose—*

Mr. Speaker: When two questions are clubbed together and answered I would ask hon. Members to put questions on both. Let him not reserve his supplementaries for another occasion and say that he had not exhausted his supplementaries.

Shri P. G. Deb: After the reduction of 10 per cent. in sugar production will government still allow sugar to be exported?

Shri A. M. Thomas: I have stated there will be surplus to the extent of 11 lakhs metric tons, so that there would be ample quantity for export also.

Shri D. C. Sharma: In view of the fact that we have now a surplus, is the hon. Minister doing anything to reduce the price of sugar for internal consumption?

Shri A. M. Thomas: It has been stated on several occasions on the floor of the House that the price of sugar is linked with the price of sugar-cane. Unless that is reduced substantially, there is not much scope of reduction in the price of sugar.

Shri D. C. Sharma: May I know if the production of sugar for the next year will be kept at this very level, or are there any indications that the production of sugar in the next year will go up?

Shri A. M. Thomas: The intention is that it must be kept more or less at the level of the present year.

डा० गोविन्द दास : अभी मंत्री जी ने बताया कि हमारे यहां कितनी अतिरिक्त शक्कर रहने वाली है । मैं यह जानना चाहता हूं कि जिन देशों को यह शक्कर जाने वाली है, क्या उन के सिवा भी कुछ अन्य देशों से बात-चीत चल रही है । अगर चल रही है, तो किन देशों से और क्या यह आशा की जा सकती है कि हमारे यहां की आवश्यकता को पूरा करने के बाद जितनी शक्कर होगी, वह पूरी की पूरी बाहर भेजी जा सकेगी ?

खाद्य तथा कृषि मंत्री (श्री स० का० पाटिल) : जिन देशों से दाम अच्छे मिलेंगे, उन को यह शक्कर बेची जायगी । इस वक्त पांच सात देशों से बात-चीत चल रही है और शायद उन से ऐसे रेट मिलेंगे, जोकि हमारी दृष्टि से उचित हों । यह बात तो इस पर आधारित है कि कितने रेट्स मिलेंगे । शूगर में कुछ पालिटिक्स नहीं है ।

Shri Tyagi: Why is the cost of production of sugar higher in India than in other countries and what steps are Government taking to reduce the cost of production in India?

Shri S. K. Patil: Nowhere in the world, Sir, is sugar sold at the cost at which it is produced: there is subsidy practically everywhere. I do not think that the figures are comparable either. They say that the cost of production is very much higher here. It looks a little high, because the per acre yield of sugarcane in this country is miserably low, as comparted to the per acre yield in countries like Hawai, Indonesia or Formosa and that is what makes all the difference. Otherwise there is no reason for it.

Shri Tiagi: Shall I take it that sugar is sold in America at cheaper price, because there is subsidy given on sugar by Government?

Shri A. M. Thomas: The internal price of America sugar is controlled by the fact that imports there are controlled. It is kept at a high level to protect the producer there.

Shri Tyagi: Is not the cost of production in America cheaper than the cost of production in India, per maund or per ton?

Shri S. K. Patil: It may be slightly. I am not sure for the simple reason that while the per acre yield in Hawai and Puerto Rico is 60 to 80 tons, our average is 16 to 18 tons. That makes all the difference.

Shri Raghunath Singh: May I know the foreign exchange earned by the export of sugar?

Shri A. M. Thomas: About Rs. 15 crores.

Shri Inderjit Malhotra: May I know whether Government have made any attempts to know how the sugar exported to USA compares in quality with the sugar imported from other countries into USA?

Shri A. M. Thomas: Quality compares very favourably.

Shri Heda: Because of our high cost of production we are neither able to increase the internal consumption nor are we able to increase the export. What is the long-range programme of Government to dispose of this 11 lakh tons of surplus of last year, in addition to this year's production?

Shri S. K. Patil: The final figures of this year cannot be given accurately just now. But it will be about 2 lakh of tons less than last year, because of the 10 per cent cut, etc. So far as interanl prices are concerned, unless the excise duty is reduced the internal prices could not be reduced very much. By way of commercial transaction they are reduced slightly, but beyond that there is no scope of reduction until the excise duty is reduced.

So far as exernal prices are concerned, they are governed by world market conditions, except for certain favourable prices we get in countries like the Commonwealth etc., where we get a little advantage. All these avenues are sought. We are of this opinion that if this policy continues of sugar being reduced as we have done, possibly, in a year's time, the position would be much easier than it is now.

Shri Braj Raj Singh: Even after the explanation given by the hon. Minister, it seems that when the year ends, we shall be having something like 20 lakh tons of surplus sugar. This cannot be exported, as the Government of India hopes, *in toto*. To have more consumption within the country, what positive steps do the Government propose to take so that the country may consume more sugar? I want to know whether there are any positive steps that the Government of India is thinking of by which the price of sugar to the consumer may be reduced at least by 25 per cent.

Shri S. K. Patil: The stock at the end of the year is not going to be as high as the hon. Member states: not of the order of 2 million tons. It would be somewhere about 1 lakh tons more or less than the present stock, about 11 lakh tons. We are trying to reduce it. By export it will be still further reduced. Possibly the

stock position would become comfortable in the sense that it will be less than what it is today. So far as internal consumption is concerned, one must not expect to increase it also rapidly, because it is a wrong thing to do. It must evolve because it will seriously affect the consumption of gur, khandsari, etc. The whole economy of sugar is an intergrated one. You must not do it or radically change one aspect of it as to prejudicially affect other aspects.

Shri Thimmaiah: There is a surplus of sugar and also there are new factories coming up. May I know whether there is any scope for reduction in the cost of production in the future so that sugar may be available cheaply?

Shri S. K. Patil: We have not held our hand so far as new factories are concerned. You cannot lay down a law that in a State where the per acre yield is going to be very big, we would permanently stop issuing all licences. We have got to balance the situation. If a favourable situation arises, freely licences would be given.

Shri P. R. Patel: In view of the fact that we are giving subsidies to the sugar factories and we are selling our sugar at a low price outside India, I would like to know whether the Government of India has considered the question of giving subsidies to the consumers here and giving sugar at a lower price?

Shri S. K. Patil: Sugar is one of those articles which if foreign exchange is developed on account of export, I think it should be our duty to develop it. Not that anything that we produce, we should be able to consume. That is not a right type of economy.

Shri Heda: There seems to be a little misunderstanding. When we ask about the cost of sugar, we refer to the excise duty also. We do not take into account only the cost of the agricultural operations. The question is, with a view to increase internal consumption is there any proposal to bring down the excise duty.

Shri S. K. Patil: It is such a delicate question, the House knows so well, that even if I say anything about it, the pirce will fluctuate. I think it is in the larger interests of the country that these things should not be discussed before they are done.

Four-Engined Diesel Locomotives.

*248. **Shrimati Ila Palchoudhuri:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Chief Executive of Rolls Royce Limited of England had recently visited India and had discussions with the Railway Board for exploring possibilities of export to India of four-engined diesel locomotives which this firm proposes to manufacture; and

(b) if so, the details of the discussions and conclusions arrived at?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a). The Chief Executive of Rolls Royce of England visited India last month but no discussion on the point mentioned took place.

(b) Does not arise.

Shrimati Ila Palchoudhri: May I know, if no discussion about importing any of these four-engine locos took place, whether any discussion has place about manufacturing these in in India in conjunction with our locomotive manufacturing plants?

Shri S. V. Ramaswamy: Yes, Sir. That was discussed whether they could indigenously manufacture Rolls Royce engines. They have submitted a plan and it is under eamination by our department.

Shrimati Ila Palchoudhri: May I know how much cheaper the four-engine locomotives would be than the two-engined ones that have already been manufactured here, which they propose to manufacture in India?

Shri S. V. Ramaswamy: I am sorry, I do not have these particulars.

Air Dropping of Leaflets and Handbills

*249. **Shri A. K. Gopalan:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether any plane of Indian Airlines Corporation was chartered by any individual or any political party in February, 1962 for air-dropping leaflets and handbills etc. in connection with election; and

(b) if so, the details thereof?

The Deputy Minister of Civil Aviation (Shri Ahmed Mohiuddin): (a) No, Sir.

(b) Does not arise.

Shri A. K. Gopalan: May I know whether it has come to the notice of the Government that certain individuals had used planes for air-dropping and if so who they are?

Mr. Speaker: Air India or Indian Air Lines Corporation?

Shri A. K. Gopalan: No.

Mr. Speaker: Individuals? By themselves?

Shri A. K. Gopalan: By some other private planes.

Mr. Speaker: How does that arise? The hon. Minister is not expected to know how propaganda with respect to election is carried on by the various parties. He could be asked only with respect to his own department. Next question.

Electrification of Howrah-Kharagpur Section

*251. **Shri S. C. Samanta:** Will the Minister of **Railways** be pleased to state:

(a) when the electrification work of Howrah-Kharagpur Section of South Eastern Railway is going to be taken up;

(b) what preliminary works have already been taken up and what work will be taken up shortly; and

(c) which of the stations in the section have already been remodelled for the purpose of electrification?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). Civil engineering works such as raising of foot-over and road-over bridges, slewing of tracks etc. are already in progress. Tenders for the yard remodelling works are in the process of finalisation and works are expected to be taken in hand shortly. Singnalling and tele-communication works would be taken up shortly.

(c) None.

Shri S. C. Samanta: May I know whether the railway bridge on the Rupnarain river at Kolaghat will be necessary for renovation for electrification purposes?

Shri Shahnawaz Khan: On that particular section, there are 24 foot over-bridges which have to be raised and five bridges which have to be strengthened. I believe the bridge mentioned by my hon. friend is in the latter category, that is a brigade to be strengthened. Work is in progress on one of these bridges.

Shri S. C. Samanta: May I know whether in the meantime, over-bridges are being remodelled?

Shri Shahnawaz Khan: As I have said, 24 bridges are being raised.

Shri S. C. Samanta: Over-bridges.

Shri Shahnawaz Khan: Certain bridges are being strengthened.

Shri S. C. Samanta: May I know whether there is any proposal for trebling the whole line from Howrah to Kharagpur or a part of it for electricfication purposes?

Shri Shahnawaz Khan: There is no proposal at present for trebling the line. The line has first to be electrified. We believe we will be able to cope with all the traffic offering.

Jute Production

*253. **Shri P. G. Sen:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) the quantity of jute produced this year;

(b) whether it is surplus or deficit;

(c) if it is surplus, what steps are being taken by Government to give impetus to the cultivators in view of the prevailing low prices; and

(d) whether Government are contemplating to export jute to keep up the minimum prices obtainable to the growers?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) The production of Jute in 1961-62 is estimated at 62·69 lakh bales.

(b) There will be no deficit; nor is any overall surplus anticipated.

(c) Does not arise.

(d) No such proposal is under consideration at present.

Shri P. G. Sen: Is it a fact that the Government recognises certain categories of Jute and does not recognise others?

Shri A. M. Thomas: It depends on commodity to commodity.

Shri P. G. Sen: Since the price of Jute has gone down, will the Minister start a grow-less campaign for Jute this year?

Shri A. M. Thomas: That may not be necessary. There have been some steps taken which include introduction at the end of November, 1961—and that has already been introduced—by the Jute Mills Assocciation of a system of minimum quotas for weekly purchase of jute by particular mills. There has also been fixation of minimum prices for forward trading in raw jute of all varities on the basis of a minimum price of Rs. 30 per maund in Calcutta for Assam bottoms. A detailed statement as to the measures taken has been laid on the Table of the House by the Minister for Commerce on the 23rd of March.

Shri P. G. Sen: The answer that the hon. Minister gives is that there is neither a surplus nor a deficit. There was another question yesterday. May I know why the price of jute is going down below the cost price?

Shri A. M. Thomas: Since the prices have shown a downward tendency, the Government has stepped in and a minimum price has been assuured, which would be round about Rs. 30 per maund. Of course, it is estimated, as I have said in the main answer, that the production for 1961-62 would be 62·69 lakh bales. It is estimated—it is only a trade estimate—that jute and mesta for the season is about 72·75 lakh bales. The carry-over has been very small so that there may not be any fear that the price would go down to uneconomic levels.

Mr. Speaker: Shri Rameshwar Tantia.

Shri P. G. Sen: The fact is that the price is going down.

Mr. Speaker: I have called Shri Rameshwar Tantia. I shall call the hon. Member later.

Shri Rameshwar Tantia: May I know whether jute was exported during 1960 when the prices were very cheap and jute was also surplus to our consumption, and if so, may I know the difficulty of further export

now when the prices are very cheap and we have got also surplus jute?

Shri A. M. Thomas: I do not think that we have yet reached a stage when we can export.

Shri P. G. Sen: Is the hon. Minister aware of the fact that there is a buffer stock agency for purchase of jute, and that agency belongs to the Indian Jute Mills Association? What authority do Government exercise upon that agency?

Shri A. M. Thomas: There is the buffer stock operation agency, and the constitution and registration of it has been done, and Government exercise adequate control on its operations.

Shri Barman: Since there is great dissatisfaction amongst the growers, because jute is selling this year at half the price as compared to last year...

Mr. Speaker: I am afraid the hon. Member was not here when Shri Kanungo answered this question yesterday.

Shri A. M. Thomas: Yes, this question was answered yesterday also.

Mr. Speaker: Shrimati Renu Chakravartty went on asking why the prices had gone down. The hon. Minister said that in Calcutta the price was Rs. 30, and in the outlying areas, it might be less. So, all these things were discussed. Shall we go into these questions again and again every day merely because one hon. Member did not attend the House yesterday? Very well, I shall try to make an exception now.

Shri P. G. Sen: It affects lakhs and lakhs of growers, and moreover, it is also a foreign-exchange-earner.

Mr. Speaker: Information has been given sufficiently. If any step has to be taken and the attention of the House invited to that matter, there are other methods for doing so.

Shri Barman: What are the factors on which Government settled the minimum price of jute at Rs. 30, and how does it compare with the actual cost of production?

Mr. Speaker: That question was also asked yesterday.

The Minister of Food and Agriculture (Shri S. K. Patil): There were no other considerations except that the prices were dropping much below that, and, therefore, some kind of price has got to be fixed below which the prices should not drop. Therefore, that has been done.

Shri Indrajit Gupta: May I know whether it is not a fact that the actual or average cost of production in the past season has actually been in many areas over Rs. 30, and, therefore, even if the minimum price-line is held at round about Rs. 30, how it will provide adequate impetus for sowing during the coming season?

Shri S. K. Patil: The price of Rs. 30 in the case of jute or of Rs. 13 in the case of wheat, is by no means an impetus price. I quite grant that. Therefore, we have purposely called it the minimum price. We expect that the prices should really be a little more than that. But the whole question is under consideration, not of one agricultural commodity but of all agricultural commodities; it will take some time, before we come to a definite conclusion.

Shri P. G. Sen: Are we to sit tight here and see that our cash crops are snatched away at below cost prices?

Mr. Speaker: That question need not be answered.

Shri A. M. Thomas: The hon. Member is forgetting the fact that during 1958-59, jute was being sold at the rate of Rs. 20 to Rs. 22. Now, Government have guaranteed a price of Rs. 30.

Mr. Speaker: Next question.

Shri P. G. Sen: Fixation of price does not carry any weight....

Mr. Speaker: I have called the next question.

Agricultural Targets in Third Plan

*254. **Shri Indrajit Gupta:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Government's attention has been drawn to the statement by Shri V. T. Krishnamachari at the meeting of the National Council of Applied Economic Research that the agricultural targets of the Third Five Year Plan are inadequate and require to be revised; and

(b) if so, Government's reaction thereto?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) Yes, Sir, to press reports of it.

(b) The targets of agricultural production under the Third Plan have been fixed after careful consideration of various relevant factors, such as, likely requirements, physical potentialities of development and availability of resources. No revision in these targets is contemplated at present.

Shri Indrajit Gupta: May I know whether Government have made any attempt to get the fuller report of Shri V. T. Krishnamachari's criticisms of the targets and any recommendations of his, which it might be worth-while going into?

The Minister of Food and Agriculture (Shri S. K. Patil): It is not necessary, because for a large part, he was himself responsible for fixing these targets.

Shri A. K. Gopalan: May I know whether the Panel on Agriculture had made certain recommendations, and if so, whether they had said that there must be increase in the amount, so that agricultural production may be increased? May I know what the recommendations of the Panel on Agriculture are?

Shri A. M. Thomas: There has not been any such recommendation. These production targets have been fixed, as has been stated already by my senior colleague, after consultation with the various concerned Ministries, with the Planning Commission, and the State Governments, and after taking into consideration all aspects, such as requirements, physical potentialities, and availability of financial and physical resources. The targets fixed indicate an increase of 30 per cent in the overall agricultural production during the Third Plan period, and that is in itself an ambitious programme.

Shri P. R. Patel: In view of the fact that Shri V. T. Krishnamachari has said that the target for production is inadequate and requires to be revised, may I know whether he has suggested any ways and means for increased production?

Shri S. K. Patil: What I understood was that it is not that is inadequate, but that possible at the speed at which progress is being made, we may have to revise that etc. Anybody could say that. Therefore, I think one should not attach any other importance to it than what is actually conveyed, because he was responsible for considering the matter, for meeting the States and for meeting the other Ministries and then fixing the targets. Anybody could say, any ambitious man or even the Members of the House might say that with the rapid progress that we have been making, possibly, this may prove inadequate. That does not mean that immediately we must go on increasing the targets.

Shri P. R. Patel: May I know whether any ways and means have been suggested by him?

Shri S. K. Patil: Not known to me.

Shri Sinhasan Singh: May I know the particular steps that Government contemplate, to reach even this 30 per cent increase as envisaged in the targets set out in the Plan? May I know whether they are going to take any particular step such as advancing cheap credit to the cultivators or they are going to take any other new measures?

Shri S. K. Patil: That is a very large question. Often, it has been discussed here, itemwise, not in a general sense. For instance, in the case of foodgrains, we have so often discussed it as to what we intend doing.

Shri A. K. Gopalan: May I know whether the Panel on Agriculture has given any report to the Planning Commission or to Government about the discussions in the Panel, and if so, whether they have said anything about the target, and whether they have requested for an increase in the target? The Panel on Agriculture had two meetings, and they discussed this matter; and as a member of that panel, I understand that there was a unanimous recommendation that the target was not enough and it should be increased.

Shri A. M. Thomas: According to the Draft Plan, as the House knows, we had fixed a target of 100 to 105 million tons but when the final Plan was to be drawn up, we had to be more specific, and we have fixed a target of 100 million tons. We hope that that would be enough for India being self-sufficient in the matter of foodgrains by the end of the Third Plan.

Mr. Speaker: What the hon. Member wants to know is whether that panel has recommended that the target of 100 million tons should be increased.

Shri S. K. Patil: I do not think that such a recommendation has been made, because these targets were not suggested by us. What I said that I did not want a target like 100—105 Million tons, or 105—110 million tons; I wanted some precise figure, and that has been put at 100 million tons. Beyond that, there is nothing else.

Shri Tyagi: How do Government expect that the targets will be fulfilled in the absence of any knowledge on the part of the cultivator of the targets? Are these targets distributed village-wise or community-wise? Is agriculture controlled from the point of view of how much of any particular crop should be sown and in which area and so on? Is that control also effected at any level?

Shri S. K. Patil: It is a very pertinent question. What we have done is this. During all these years, we have been watching the trend as to how these crops are moving, and the trends are so promising so far as the foodgrains are concerned. And the House would agree that this 30 per cent. increase becomes a most natural thing, according to the methods that we have already employed.

Shri Tyagi: Then, that is only an estimate and a forecast, and not a target. I thought that the target would be communicated to the various States and to each village saying how much they are expected to produce. Then alone the targets could be achieved. Otherwise, it is just speculation only.

Mr. Speaker: The hon. Member wants to know whether this target of 100 million tons has been distributed on an all-India basis, whether every village has been told how much it should produce and so on.

Shri S. K. Patil: That is a very good suggestion for action. We are really going in that direction.

श्री विभूति मिश्र : क्या सरकार ने प्रदेश, जिला और गांव के लिये विभिन्न खाद्य-पदार्थों या मनी क्राप्स के कोई टारगेट निश्चित किये हैं और क्या इस का कोई प्रबन्ध किया है कि जहां पर अब कम पैदा होता है वहां पर ज्यादा पैदा हो और जहां पर ज्यादा होता है वहां पर और भी ज्यादा हो ?

श्री स० का० पाटिल : वही चीज़ कम्युनिटी डिवेलेपमेंट मिनिस्ट्री के द्वारा बनने वाली है ।

Shri Indrajit Gupta: May I know what is the percentage increase in the overall targets for crops other than foodgrains?

Shri A. M. Thomas: With regard to oilseeds, the present production of 7.1 million tons is to be increased to 9.8 million tons, that is 38 per cent. Sugarcane production is to be increased from 8 million tons to 10 million tons, cotton from 5.1 million bales to 7 million bales and jute from 4 million bales to 6.2 million bales.

Iduky Hydro-Electric Project

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*256. { **Shri Vasudevan Nair:** / **Shri Punnoose:**

Will the Minister of **Irrigation and Power** be pleased to refer to the reply given to Starred Question No. 116 on the 8th August, 1961 and state:

(a) whether the investigation report on the Iduky Hydro-Electric Project in Kerala State has since been submitted to Government;

(b) whether Government have examined the report; and

(c) if so, what is the final decision about this project?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No Sir.

(b) and (c). Do not arise.

Shri Vasudevan Nair: This very important project was supposed to be included in the Third Five Year Plan. The hon. Minister now says that even the investigation report is not ready. May I know how much time will be taken for this investigation to be completed?

Shri Raj Bahadur: The project has been included in the Third Plan. So far as I know, the report of the Kerala officers has been received. Because a point has been raised by the Madras Government that they also want to utilise the tail waters, that particular point is yet under examination. That is why the finalisation thereof may yet take some time.

Shri Maniyangadan: It was stated on a former occasion—last August—that the investigation report was submitted and that the project report was being prepared and would be ready in a few months. May I know the statement is now made that the investigation report has not yet been submitted?

Shri Raj Bahadur: No, I have said the investigation report has already been made. In fact, we hope that very soon, after this report has been examined, it will be processed with further. The Kerala Government feel that they can make full utilisation of the tail waters. On the other hand, the Madras Government engineers say that they would require for the Ramananthapuram district some portion of the tail waters, is possible. That point is under examination.

Shri Maniyangadan: May I know whether this river is considered to be an inter-State river so that States other than Kerala also could claim the benefit of its water?

Shri Raj Bahadur: The object is that maximum utilisation should be made; if there are surplus waters after use by one State, they may be utilised by another State. This point was taken up at the Southern Zonal Council meeting also in September 1961. But no decision was taken.

Shri A. K. Gopalan: May I know whether it has come to the notice of Government that a year ago about 3,000 persons had been forcibly evicted from this area on the ground that immediately work had to begin?

Shri Raj Bahadur: As I have said, the project has been included in the Third Plan. Of course, it will be proceeded with. I am not aware whether 3,000 persons were evicted on that ground.

Shri Vasudevan Nair: May I know whether Government are aware that the Kerala Government have stated that they will have to make use of the entire waters for the purposes of Kerala itself? If so, why is this scheme being delayed on the plea that there is a request from some other State?

Shri Raj Bahadur: We strive to arrive at some decision with as much unanimity as possible. That is the right spirit to proceed with.

Shri Warior: May I know what time the Government actually expect that a decision will be taken in this matter, because this has been pending for so long?

Shri Raj Bahadur: I think it will not take much time because every other point has been examined. The question is that the Madras Government also have to satisfy themselves that after proper utilisation of the tail waters, no surplus is left for their use in Madras State.

Mr. Speaker: He wants to know by what time a decision will be taken.

Shri Raj Bahadur: I cannot exactly give a date.

Shri Warior: May we understand that the Madras Government can delay this scheme as much as they desire so that the dispute may continue?

Shri Raj Bahadur: I do not think it will be delayed.

Shri Vasudevan Nair: From the preliminary report, have Government any idea as to how many people will be ejected from the catchment area?

Shri Raj Bahadur: I can indicate how much acreage will be commanded by this project and how much of power could be generated. But I cannot give the number of people who will be ejected from the villages.

Shri Tyagi: The hon. Minister is speaking with so much confidence. May I know if he has actually taken over that portfolio?

Mr. Speaker: The hon. Minister need not answer that question.

Shri A. K. Gopalan: May I know whether Government will see that further evictions from that area do not take place until it is finalised? May I also know whether if evictions take place from there, rehabilitation of those evicted will be effected?

Shri Raj Bahadur: The inclusion of the project in the Third Plan itself means that it has been accepted in principle. If any preliminary steps have to be taken, they will be taken.

Shri A. K. Gopalan: The hon. Minister has stated that he does not know about evictions. But a year ago, 3,000 persons had been evicted by force saying that work had to begin immediately. Now I want Government to tell the State Government that evictions should take place only when the project is finalised. Suppose there is no project. What will happen to those who are evicted?

Shri Raj Bahadur: The project has been accepted in principle. It is included in the Third Plan. We have to reconcile between two conflicting desirable objectives, namely, that we cause the least annoyance, harassment and inconvenience to the people affected by the taxation of the project and that, on the other hand, undue delays do not take place in the preparatory stage.

Narmada Project Board

*257. **Shri P. R. Patel:** Will the Minister of **Irrigation and Power** be pleased to refer to the reply given to Starred Question No. 73 on the 21st November, 1961 and state whether any decision to constitute 'Narmada Project Board' has been taken as requested by Gujarat, Maharashtra and Rajasthan States?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): Concurrence of the States of Gujarat, Maharashtra and Rajasthan has been received to the proposal relating to the setting up of a River Board for the Narmada basin. Further action to set up the Board is under examination.

Shri P. R. Patel: I would like to know what is the proposal.

Shri Raj Bahadur: The proposal is to set up a River Board under the Act.

Shri P. R. Patel: What about the financial help that is to be given by the Central Government to this Board?

Shri Raj Bahadur: The River Board will plan for the utilisation of the rivers of the Narmada valley and basin. After the various projects are formulated and proper proposals are made, it will be possible to say how much would be contributed by the States and how much by the Centre.

डा० गोविन्द दास : जहां तक नर्मदा का सम्बन्ध है, माननीय मंत्री जी इस बात को जानते होंगे कि वह मध्य प्रदेश के बीच में से भी बहती है, और क्या माननीय मंत्री जी को यह बात मालूम है कि नर्मदा के सम्बन्ध में पहले भी पुरानी मध्य प्रदेश सरकार ने यह प्रश्न उठाया था, और क्या उस पर भी विचार किया जायेगा जब योजना को हाथ में लिया जायेगा ?

श्री राज बहादुर : नर्मदा की जो सम्पूर्ण क्षमता है सिंचाई और विद्युत् उत्पादन के सम्बन्ध में, उस पर पूरा पूरा ध्यान रक्खा जायेगा और उस के अनुसार ही योजना बनाई जायेगी ।

Shri P. R. Patel: I want to know whether the State Governments have made any proposals regarding the distribution of the electricity that will be generated by the Narmada project?

Shri Raj Bahadur: The question relates to the setting up of a River Board.

Mr. Speaker: This need not be answered. This refers to the constitution of a River Board. That has been answered. Other matter do not arise out of this.

Super Constellations

***258. Shri Harish Chandra Mathur:** Will the Minister of **Transport and Communications** be pleased to state:

(a) what loss will be incurred by Indian Air-lines Corporation by running super-constellations on one of the Trunk routes;

(b) what was the calculated loss which persuaded Government to turn down the proposal of similar service on other Trunk routes;

(c) what was the estimated traffic which could not be catered for want of room and refusal to make use of super-constellations; and

(d) what is the new large aircraft which I.A.C. propose to purchase to meet the needs of 1963?

The Deputy Minister of Civil Aviation (Shri Ahmed Mohiuddin): (a) to (d). I lay a statement on the Table of the House. [*See* Appendix II annexure No. 26].

Shri Harish Chandra Mathur: It is obvious from the statement that the Super-Constellations cannot be operated at a profit, though there is a surplus of Rs. 2 lakhs as a result of their operation. But it has been mentioned in the statement that if the Viscounts had been used, they would have made a net profit of Rs. 10 lakhs on this one trunk route during those four months. If they had made a profit of Rs. 10 lakhs on this route alone, why is it that this profit is not reflected in all the services throughout the year?

Shri Mohiuddin: If the hon. Member examines the balance-sheet of the IAC, he will find that the trunk

routes have yielded substantial profits and it is the trunk routes that meet the losses that are incurred on the subsidiary routes on account of the running of small aircraft. From a loss of nearly Rs. 1 crore four years ago, IAC is now running at a profit of about Rs. 4—6 lakhs.

Shri Harish Chandra Mathur: I want to know whether if there is a net profit of abo utRs. 40—50 lakhs on one trunk route, that is reflected in the annual accounts?

Shri Mohiuddin: I do not know how the hon. Member is calculating Rs. 50 lakhs.

Shri Harish Chandra Mathur: In three months, Rs. 10 lakhs.

Shri Mohiuddin: Yes, it will be about Rs. 30 lakhs. But hon. Members may remember that this period, Nov.,|Dec.,|Jan.,|February is the peak period. The peak period load factor cannot be presumed for the rest of the year. During the rest of the year, the load factor may be about 60 per cent.

Shifting of Ellis Bridge Station, Ahmedabad

*261. **Shri Yajnik:** Will the Minister of **Railways** be pleased to state:

(a) whether it has been decided to shift the present Eills Bridge Station (Gandhi Nagar) in Ahmedabad to another place outside the town;

(b) whether any complaints and representations have been received against this transfer;

(c) the amount of money required to complete the transfer; and

(d) the contribution received by Government from the Ahmedabad Municipal Corporation on this account?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, Sir. But the name of station is Gandhigram and not Gandhinagar.

(b) Yes.

(c) Rs. Sixty-five and half lakhs.

(d) The full cost will be borne by the Ahmedabad Municipal Corporation.

Shri Yajnik: May I know if very serious complaints have been received by Government from the residents of many towns and villages near about the area with regard to the location of the station outside the city limits because of the very serious inconvenience that would be caused to them in reaching the heart of the city from a very great distance?

Shri Shahnawaz Khan: Some complaints have been received and we have advised them to lodge them with State Government.

Shri Yajnik: I know, but the point is....

Mr. Speaker: We are not arguing. What is the information the hon. Member wants? Information has been given that some complaints have been received. They have been sent to the State Governments for their opinion and investigation. What more does he want?

Shri Yajnik: When these complaints are sent to the State Government for their opinion, does it mean that it is possible for the Railway Ministry to revise their plan in this matter in view of any representation that might be made by the Gujarat Government?

Mr. Speaker: It is all hypothetical. We do not know what their recommendation is going to be.

Shri P. R. Patel: In regard to the proposed shifting of the station, I would like to know whether there was any demand from any quarter for this.

Shri Shahnawaz Khan: The demand came from the Ahmedabad municipal corporation after consulting the State Government.

Shri Yajnik: I want to know if the total cost is Rs. 75 lakhs and if it is to be borne by the Ahmedabad Municipality. Is Government aware

that the Ahmedabad Municipality will make many times this amount by selling all the land that would be vacated by the present railway track?

Shri Shahnawaz Khan: The cost as estimated by the railways is Rs. 65 lakhs and not Rs. 75 lakhs. We have not actually worked out the figures of what income would accrue to the State Government by sale of one particular area of land, how much the railways would gain. That we have not calculated.

Shri Braj Raj Singh: Sir, this is a new principle. The Ahmedabad Municipality is giving subsidy to the Government of India for shifting the railway. May I know whether they have adopted this principle anywhere else in India?

Mr. Speaker: It has not been said to be a principle. They wanted the change and they have to bear the expense.

Shri Braj Raj Singh: What about this land of the railway?

Mr. Speaker: I am not allowing any more questions because they do not arise out of this.

Air Port At Pasighat

*262. **Shri D. Ering:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that there is a scheme to have a new and bigger airport at Pasighat (NEFA); and

(b) if so, when the construction is to be started?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) and (b). The question of constructing an aerodrome at a new site at Pasighat is under consideration.

Shri D. Ering: From the points of view of national interest and strategic importance I feel that the immediate construction of the proposed air field is very essential. What are the reasons for the delay?

Shri Mohiuddin: It is being actively considered, and it will be expedited as suggested by the hon. Member.

Shri Harish Chandra Mathur: May I know what processes have already been gone through in considering the matter, whether a project report has been prepared, whether estimates have been submitted? At what stage of consideration is the matter?

Shri Mohiuddin: It is at the first stage, namely that the site has been selected provisionally. It has still got to be finally decided whether it is the most suitable site, whether it will be available or not.

Salem-Bangalore Rail Link

*263. **Shri Narasimhan:** Will the Minister of **Railways** be pleased to state:

(a) when the final location survey of the Salem-Bangalore metre gauge link will be completed;

(b) whether the Railway stations proposed on the line are to be located close to the town; and

(c) what is the estimated distance of the railway stations on this line from the townships they will pass through or touch?

The Deputy Minister of Railways (Shri S. V. Ramaswamy. (a) By the end of this year.

(b) and (c). Exact locations of the rail stations will not be known till the survey is completed. However, efforts will be made to locate the stations as close to the towns as possible.

Shri Narasimhan: May I know whether major bridges have to be constructed in this line; if so, how many of them are contemplated?

Shri S. V. Ramaswamy: So far, orders have been issued for the construction of three bridges—two over Sarabanga and one over Veppadi rivers. The other bridges will be taken up in due course.

Shri Narasimhan: May I known when a final decision will be taken as to the alignment from Hosur to Bangalore, for which there are three alternative routes?

Shri S. V. Ramaswamy: As I said, the survey is likely to be completed by the end of this year. We shall then know which line to take.

Shri Basappa: One of the important towns lying in the Salem-Bangalore line is Anaikkal town. Will efforts be made to see that the growing town of Anaikkal is connected?

Shri S. V. Ramaswamy: As at present, it seems to go past that.

Shri Tangamani: May I know the approximate number of stations in this new line which is going to be constructed?

Shri S. V. Ramaswamy: I have not got the exact number before me.

Shri Shankaraiya: May I know whether the number of stations and the location of the stations will be fixed in consultation with the State?

Shri S. V. Ramaswamy: When we construct the stations, we look to the traffic that will be offering etc. These are the considerations which will prevail in determining where the stations are to be sited.

Shri Shankaraiya: My point is whether the States will be consulted.

Shri S. V. Ramaswamy: The States will be consulted, and the local interests also will be taken into consideration.

Shri Narasimhan: May I know whether the lacal Chambers of Commerce and public opinion will also be consulted?

Shri S. V. Ramaswamy: We shall certainly consider duly the public opinion before we decide upon it.

Blood Transfusion Services

*264. **Shri D. C. Sharma:** Will the Minister of **Health** be pleased to state:

(a) the steps taken or proposed to be taken by Government to bring blood tranfusion services within the reach of the common man; and

(b) the results thereof?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). At present there are 97 blood banks (including 3 in Delhi) in the country where blood is supplied either against payment or free to indigent patients as emergencies require. Although Health is a State subject, the Government of India, with a view to popularising the scheme of expanding the blood bank service organising new blood banks in the States, propose to give grants-in-aid to various States upto Rs. 30,000 each towards 20 blood banks in the country to begin with, for purchase of a mobile van, a refrigerator and other equipment. It is also proposed to have two more blood banks in Delhi. One will be in the Willingdon Hospital and the other will be started by the Indian Red Cross Society in collaboration with the All-India Institute of Medical Sciences with assistance from the Central Government.

Shri D. C. Sharma: May I know how many State Governments have so far taken advantage of the offer which the Government of India has made?

Shri Raj Bahadur: This is a proposal which has been put across to them for the solution of the whole problem as a long-term measure, and we hope that they will make full use of it. I do not know whether any State Government has yet made use of it.

Shri D. C. Sharma: May I know if any rough estimate has been prepared of the total requirements of this kind of banks, and whether it has been decided how that target is to be fulfilled?

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Shri Raj Bahadur: It is proposed to create a post of Officer on Special

*The original reply of the Minister read as follows:—
"Recently an Officer on Special duty (Blood Transfusion) has been appointed by the Director General of Health Services . . . ".
The reply as pointed above was sent by the Minister afterwards in substitution of the original reply.

Duty (Blood Transfusion) in the Directorate-General of Health Services with the specific object of studying the whole problem including the requirements and to achieve the objective that we should switch over from acquiring blood on payment to acquiring blood from voluntary donors.

श्री म० ला० द्विवेदी : मैं यह जानना चाहता हूं कि मूल्य दे कर के जो खून ट्रांसमिशन के लिये लिया जाता है, वह अगर जरूरत न पड़े और वापस कर दिया जाये, तो क्या उस का पैसा रिफंड हो जाता है ? यदि नहीं तो क्यों और यदि हां तो क्या कारण है कि एक चपरासी ने पूसा ब्लड बैंक को जो ब्लड वापस किया था ६० रुपये का, उस का पैसा अभी तक वापस नहीं किया गया है ?

श्री राज बहादुर : यह असम्भव है कि जो खून एक बार दान दे दिया जाये उसे दोबारा बाडी में शामिल कर दें । वह तो कोई अच्छी चीज नहीं है . . . .

श्री म० ला० द्विवदी : डाक्टर ने सील किया हुआ वापस किया था ।

श्री राज बहादुर : सम्भव हो तो भी ऐसा नहीं होता । और जो केस माननीय सदस्य ने बताया है अगर वह लिखा पढ़ी में सामने आये तो उस की जांच कराई जा सकती है ।

Shri D. C. Sharma: May I know what efforts are being made to bring this blood transfusion within easy reach of the common man, so that he does not have to pay for this kind of service?

Mr. Speaker: The same question is covered by clause (a); there is nothing new in it.

Next question.

Price of wheat in Rajasthan

*265. **Shri Harish Chandra Mathur:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) what are the prospects of wheat crop in the country; and

(b) what accounts for rise in the sale price of wheat in spite of bumper crops and availability of wheat in Rajasthan (Jodhpur area)?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) It is too early yet to give any estimate about the size of the next wheat crop though the present indications are that the wheat production this year also will be fairly good.

(b) The prices of wheat have been generally steady except for some seasonal fluctuations which are not of any unusual nature.

Shri Harish Chandra Mathur: My question is restricted to the Jodhpur area in Rajasthan and the question is whether the prices have gone up by Rs. 2 a maund and if so what accounts for it?

Shri A. M. Thomas: It is true that there has been some rise in the prices of wheat in Jodhpur area. But prices in 1961-62 have been lower than in 1960-61. But, you will find that although the price showed a higher tendency, it has now fallen to Rs. 18·25 per md. There are 44 fair price shops in Jodhpur area and we are prepared to give any quantity of imported wheat to that area.

Shri P. R. Patel: I would like to know the present sale price of wheat in Rajasthan. In view of the fact that Government have given an assurance to the agriculturists that they will be given remunerative prices, I would like to know whether the cost is equivalent to the price they get?

Shri A. M. Thomas: In Jodhpur area the retail prices which we charge the consumers is Rs. 14·62 per md. and in the interior the retail price is Rs. 15 per md. at rail heads and Rs. 15·25 per md. at other places. This is for imported wheat supplied by the Central Government. With regard to

the prices prevailing in the open market, the prices for indigenous wheat at Kotah—for Desi it was Rs. 16·43 in January, Rs. 17.55 in February and it has come down to Rs. 16·05 in March, as on 23rd March, 1962. It was Rs. 18 last March in the Kotah area of Rajasthan and it has come down by Rs. 2.

Shri Tyagi: Are any zonal restrictions imposed on the movement of wheat from and to Rajasthan?

Shri A. M. Thomas: No, Sir; Absolutely no restrictions.

Pandit K. C. Sharma: Have Government come to any decision with regard to price level support if necessity arises?

Shri A. M. Thomas: I am afraid my hon. friend is not in touch with the developments here. It has been fixed at Rs. 13 per md., the minimum price.

Pandit K. C. Sharma: What is the basis for this Rs. 13 per md.?

Shri A. M. Thomas: The basis is that it should not come to an unremunerative level.

Pandit K. C. Sharma: Have we not taken into consideration the marginal cost of the cultivator in the production of the wheat?

Shri A. M. Thomas: All these have been taken into consideration. The prices have gone up to Rs. 16, Rs.17 and Rs. 18. Shri Mathur complains that the prices are high. This is the minimum price.

Shri P. R. Patel: I wanted to know the present prices in Rajasthan and whether they are remunerative to the cultivators.

The Minister of Food and Agriculture (Shri S. K. Patil): This is quite a separate question; it does not arise from the original question.

Haldia Port

*266. **Shri S. C. Samanta:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the two U.N. technical experts engaged in the study of hydrology and dredging in the river Hooghly have submitted their final reports;

(b) if so, what are the main recommendations and findings; and

(c) whether pending the consideration of their recommendations, any preliminary work of the proposed Haldia Port will commence?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). A statement is laid on the Table of the Sabha. [*See* Appendix II, annexure No. 27].

Shri S. C. Samanta: The statement says that sanction has also been accorded for preliminary expenditure on land acquisition proceedings. May I know whether the State Government of West Bengal has been finally informed about the matter? If so, how much time will it take to complete the work? May I also know whether the land that will be acquired for railway construction will also be acquired along with this?

Shri Raj Bahadur: Naturally; we have to proceed with the execution of the Haldi project in a systematic manner. For the acquisition of land required therefore we have been in touch with the State Government, who will be kept in touch all through. So far as the construction of the railway is concerned, we shall try to see that not much delay occurs and there is as much synchronisation as possible between the execution of the project and the construction of the railway line.

श्री रघुनाथ सिंह : बिना रेलवे के पोर्ट सफल नहीं हो सकता तो क्या रेलवेज डिपार्टमेंट ने कोई सूचना दी है कि ६ महीने या १ वर्ष के अन्दर वहां पर रेलवे लाइन हो जायेगी ?

श्री राज बहादुर : यह हमारा भी कर्त्तव्य है कि रेलवे विभाग से इस बारे में तालमेल रक्खें और दोनों काम साथ साथ चल सकें । यह बिलकुल स्पष्ट है कि रेल के बगैर बन्दरगाह सफलतापूर्वक नहीं चल सकेगा ।

Shri S. C. Samanta: We are informed that the Master Puan prepared by the Calcutta Port authorities in consultation with their consultants is under the examination of Government. May I know whether any work will be kept in abeyance till the reports that have been submitted by experts to U.N. come?

Shri Raj Bahadur: It is evident that we will have to take into account fully the recommendations and observations made by the two experts in regard to daily requirements and in regard to hydraulics. Naturally, we will have to wait for our final conclusions in regard to the Master Plan to be examined in the light of these recommendations. Perhaps, some time will have to be taken; and all unnecessary delay will be avoided.

Shri Indrajit Gupta: From the statement it appears that the hydraulic expert has submitted his final report to the United Nations about 6 months ago but it has not been released as yet by them. May I know whether there is any means of changing the procedure there, in view of the deterioration of the river, so that the time lag between the submission of the report and its release can be reduced?

Shri Raj Bahadur: The World Body will have to take its own time for a proper examination of the report before it makes it public. And, naturally we do not exercise any control over the functioning of the World Body. We can at best make a request. I hope they are also conscious of the difficult conditions in the Hooghly. They have been taking active interest in it. In fact, they advised us to have these experts. They will not also make any undue delay in this.

श्री म० ला० द्विवेदी : बयान में लिखा है कि हलदिया बंदरगाह के लिये भूमि हस्तगत करने के वास्ते प्रारम्भिक व्यय की मंजूरी दे दी गई है । मैं जानना चाहता हूं कि इस सिलसिले में क्या प्रगति हुई है ?

श्री राज बहादुर : मैं ने निवेदन किया कि प्रारम्भिक मंजूरी दे दी गई है और प्रारम्भिक कार्यवाही चल रही है ।

श्री म० ला० द्विवेदी : भूमि हस्तगत करने की दिशा में क्या प्रगति हुई है ?

श्री राज बहादुर : मैं ने निवेदन तो किया कि प्रारम्भिक कार्यवाही चल रही है ।

Shri S. C. Samanta: The U.N. Hydraulic Expert who has recently finished his work and submitted his report has been appointed under the Port Trust. May I know the conditions of service of this gentleman?

Shri Raj Bahadur: A new department has been added to the office of the Port Commissioner for hydraulic studies. And this gentleman has been appointed more or less on the same terms and conditions on which we brought tim here. It is for a limited period.

Shri Indrajit Gupta: May we know the total expenditure incurred so far on the services of these two experts?

Shri Raj Bahadur: As the hon. Member might know, they were brought under the UN scheme of assistance. Not much expenditure has been incurred by us except by way of travelling and other allowances.

Derailment between Kodarma and Hazaribagh

*267. **Shri P. C. Borooah:**
Shri Indrajit Gupta:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a goods train was derailed between Kodarma and Hazaribagh on the Eastern Railway on the 12th March, 1962;

(b) if so, what was the loss of life and property involved; and

(c) what was the cause of the derailment?

The Deputy Minister for Railways (Shri S. V. Ramaswamy): (a) A side collision took place at Kodarma station on 12-3-61 between two elec-

tric goods trains No. 104 Dn. and 334 Dn. resulting in derailment of 13 wagons of 104 Dn and the train engine and 18 wagons of 334 Dn.

(b) There was no loss of life. The approximate cost of damage to Railway and public property has been assessed as Rs. Four Lakhs thirty six thousand and five hundred and Rs. Six hundred and seventy five respectively.

(c) The cause is under investigation.

Shri Indrajit Gupta: Is it not a fact that between the 1st of March and the 18th of March there have been no less than five cases of derailment or collisions precisely on this section of the Eastern Railway? May I know whether this is to be attributed simply to coincidence? Does it not call for a searching enquiry into the whole matter?

Shri S. V. Ramaswamy: The matter is under investigation.

Shri Sadhan Gupta: How many trains on this particular section were delayed and how many trains were diverted because of this accident?

Shri S. V. Ramaswamy: I cannot say exactly the number of trains. The single line working was restored in a few hours and a few hours later the double line working was also restored. It took a little more time for the restoration of through-communications because wagons were badly capsized and interlocked.

WRITTEN ANSWERS TO QUESTIONS

रामगंगा नदी परियोजना

*२५२. **श्री भक्त दर्शन** : क्या सिंचाई और विद्युत मंत्री १ सितम्बर, १९६१ के तारांकित प्रश्न संख्या ११३० के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) उत्तर प्रदेश में रामगंगा नदी परियोजना के विभिन्न खंडों में इस बीच क्या प्रगति हुई है ; और

(ख) उस के लिये भारत सरकार ने कितनी व किस प्रकार की सहायता उत्तर प्रदेश राज्य सरकार को प्रदान की है ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) : (क) और (ख). सदन की मेज पर एक वक्तव्य रखा है जिस में अपेक्षित जानकारी दी गई है [देखिये परिशिष्ट २, अनुबन्ध संख्या २८]

Health Insurance Scheme

*255. **Shri P. C. Borooah:** Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that the Delhi Medical Association in its Eighth Annual Conference passed a resolution urging Government to subsidize its health insurance scheme; and

(b) if so, Government's decision thereon?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes.

(b) The request of the Association will be considered, on merits, when received through the Delhi Administration.

Belgaum Air Port

*259. **Shri Joachim Alva:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Government are aware of the utterly unsuitable condition of Belgaum Airport for travellers; and

(b) what steps Government are taking to improve the facilities at the Belgaum Airport from the passengers' point of view?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) Essential facilities for operation of air services including a barrack type building for passenger handling are available at Belgaum Airport.

(b) A new passenger shed at a more convenient location is under construction.

Prosecution against I.A.C. Cashier, Calcutta

*260. **Shri T. B. Vittal Rao:** Will the Minister of **Transport and Communications** be pleased to refer to the reply given to Starred Question No. 94 on the 8th August, 1961 and state the result of the prosecution launched against the Chief Cashier, Indian Airlines Corporation Office, Calcutta for defalcation?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): The case is still *sub judice*.

Bridge over Kalinadhi River

*268. **Shri Joachim Alva:** Will the Minister of **Transport and Communications** be pleased to state:

(a) what steps Government are taking to improve the condition of the Kalinadhi River in North Kanara District; and

(b) whether Government have put forward any proposals by which they can collaborate with the Government of Mysore for putting up a bridge over the Kalinadhi from Kobibagh in Karwar to Sadashivgad in North Kanara District?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Presumably, the Hon'ble Member is referring to the navigational condition of the Kalinadhi river. The State Government are concerned with this matter.

(b) No, Sir. It is, however, understood that the State Government are examining the possibility of providing a bridge over this river along with the question of the re-alignment of the West Coast Road through Goa.

Mangalore-Hasan Line

*269. **Shri T. B. Vittal Rao:** Will the Minister of **Railways** be pleased to state:

(a) whether the final location survey for Mangalore-Hasan line has since been taken up; and

(b) if not, the reasons therefor?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No. Sir.

(b) The new line is required to be ready by the time the Development work of the Mangalore Port is completed. Details of phased programme for development of Mangalore port are awaited from the Ministry of Transport. The work of final location survey-*cum*-construction of the railway line will be undertaken to finish along with the development work of the Mangalore Port.

National Highway upto NEFA Area

*270. **Shri D. Ering:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether there is a proposal to extend the National Highway upto the NEFA area, places like Bomdila, Ziro and Pasighat; and

(b) if so, when the work is going to be started?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No, Sir.

(b) Does not arise.

Gulhati Commission Report

*271. **Shri D. C. Sharma:**
Shri Agadi:

Will the Minister of **Irrigation and Power** be pleased to state:

(a) the uptodate progress made by the commission appointed by Government under the chairmanship of Shri Gulhati for reviewing the availability of water in Krishna and Godavari rivers;

(b) whether the commission has submitted any report to Government; and

(c) if so, the details thereof?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). The Krishna-Godavari Commission is now engaged in studying the voluminous data received from the concerned States and discussing it with their representatives. The Commission has not yet submitted a report. Its present term has been extended upto the end of April, 1962.

Madras Airport

*272. **Shri Harish Chandra Mathur:** Will the Minister of **Transport and Communications** be pleased to state:

(a) when the Madras Airport will be ready for Boeing service; and

(b) what accounts for the delay and how it has affected the flights particularly to Australia?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) It is expected that the Madras Airport will be ready for Boeing operations by the middle of 1963.

(b) Being a major project costing more than a crore of rupees, its finalisation and execution is bound to take some time.

Pending the lengthening and strengthening of the runway at the Madras Airport to make it fit for Boeing services, it is proposed to operate a Boeing service to Sydney *via* Bangkok. It is, however, proposed to maintain the present link between Madras and Djakarta by the operation of a weekly Comet service with effect from 1-4-62 linking Bombay-Madras-Singapore and and Djakarta.

Malguzars in Himachal Pradesh

377. **Shri Jogendra Sen:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether all Malguzars in Himachal Pradesh now enjoy full ownership rights in land, including private forests;

(b) if so, when these rights were granted and by whom;

(c) whether these rights are recorded in the land revenue records and if so, whether the order, on which the entry is based, has been published in any Government Gazette;

(d) if not, whether copies of this general order granting full proprietary rights to all the Himachal Pradesh land owners are available to the public; and

(e) if not, the reasons therefor?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes.

(b) On 28th August, 1948 by the Chief Commissioner, Himachal Pradesh.

(c) Ownership rights are recorded in the land revenue records, but the orders were not published in the gazette of the Himachal Pradesh Administration.

(d) No.

(e) Because the orders are of an executive nature.

Lighthouse at Divi Point, Andhra Pradesh

378. **Shri M. V. Krishna Rao:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the Government of Andhra Pradesh have represented for-

(i) the re-exhibition of Lighthouse at Divi point near Gullalamoda Krishna District, Andhra Pradesh, and

(ii) the hydrographic survey of the mouth of the River Krishna; and

(b) if so, the action taken thereon?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir.

(b) The question of construction of a new Lighthouse at False Divi Point is under consideration. The hydrographic survey of the mouth of River Krishna was not considered to be of sufficiently high priority to be included in the survey programme for the year 1961-62.

Quick Transit Service

379. Shri Balraj Madhok: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that goods booked by Quick Transit Service do not reach much earlier and within specified time;

(b) if so, whether Government have received any complaint that a large number of consignments, booked by Quick Transit Service are not being carried in those trains from Delhi but despatched in ordinary goods trains resulting in heavy delay and defeating the purpose for which this facility is availed of;

(c) whether Government are also aware of the fact that due to this delay, the business community has to suffer a great loss; and

(d) the reasons for not booking the consignments in Quick Transit Service and the steps Government propose to take to remove this malpractice at Delhi to create confidence in business community?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Normally goods booked by Quick Transit Service reach destination within the specified time, although in certain cases delays occur.

(b) No such complaint has been received on the Northern Railway.

(c) No, the business community are aware that in certain cases goods booked by Quick Transit Service may not reach in time, in which case Quick Transit Service charges levied by the Railway are refunded.

(d) No instances have been noticed in which goods accepted for despatch by Quick Transit Service were not so despatched and were actually carried by the ordinary service.

Booking of Goods from Delhi

380. Shri Balraj Modhok: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that there are restrictions on the goods booking from Delhi in smalls over the meter gauge in Jodhpur Division of Northern Railway whereas the goods booking in wagon loads is free;

(b) if so, since when the booking in smalls is closed and the reasons therefor;

(c) whether Government are aware that there is a great inconvenience to public due to this closure;

(d) what is the policy of the Government in regard to the carriage of consignment in smalls and in wagon loads over this section; and

(e) what steps Government propose to take to remove the difficulty?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) to (c). There is no restriction at present on the booking of 'smalls' from Delhi Lahori Gate to Jodhpur Division. However, some restrictions had to be imposed in the past owing to heavy demands for higher priority traffic. The period of such restrictions was limited to the barest minimum to avoid any undue inconvenience to the public.

(d) Wagons are made available for full wagon load traffic according to the schedule of Preferential Traffic. Smalls are accepted on nominated days (Mondays and Thursdays for the traffic under reference) so that wagons may be loaded to their maximum capacity.

(e) Transport capacity is being augmented on programmed basis.

Senior Staff Councils

381. Shri P. C. Borooah: Will the Minister of **Community Development and Cooperation** be pleased to state:

(a) the number of recommendations made by the Senior Staff Councils of the departments under his Ministry since the constitution of these councils, year-wise;

(b) how many of them have been implemented;

(c) how many of the recommendations have been held in abeyance for more than one year; and

(d) how many have been rejected by the departments and on what grounds?

The Deputy Minister of Community Development and Cooperation (Shri B. S. Murthy): A statement is placed on the Table of the House. [*See* Appendix II, annexure No. 29].

Senior Staff Councils

382. **Shri P. C. Borooah:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) the number of recommendations made by the Senior Staff Councils of the departments under his Ministry since the constitution of these councils, year-wise;

(b) how many of them have been implemented;

(c) how many of the recommendations have been held in abeyance for more than one year; and

(d) how many have been rejected by the departments and on what grounds?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a)

(a) Year	No of recommendations.
1	2
1954	.. 3
1955	.. 22
1956	.. 14
1957	.. 90
1958	.. 59
1959	.. 43
1960	.. 89
1961	.. 33
(b) 1954	.. 2
1955	.. 17
1956	.. 10
1957	.. 65
1958	.. 35
1959	.. 30
1960	.. 58
1961	.. 8

(c) 7.

(d) 109. A statement showing recommendations made along with the reasons for their rejection is laid on the Table [*See* Appendix II, annexure No. 30].

Senior Staff Councils

383. Shri P. C. Borooah: Will the Minister of **Health** be pleased to state:

(a) the number of recommendations made by the Senior Staff Councils of the departments under his Ministry since the constitution of these councils, year-wise;

(b) how many of them have been implemented;

(c) how many of the recommendations have been held in abeyance for more than one year; and

(d) how many have been rejected by the departments and on what grounds?

The Minister of Health (Shri Karmarkar): (a) to (d). A statement is laid on the Table of the Sabha. [See Appendix II, annexure No. 31].

Senior Staff Councils

384. Shri P. C. Borooah: Will the Minister of **Irrigation and Power** be pleased to state:

(a) the number of recommendations made by the Senior Staff Councils of the departments under his Ministry

since the constitution of these councils, year-wise;

(b) how many of them have been implemented;

(c) how many of the recommendations have been held in abeyance for more than one year; and

(d) how many have been rejected by the departments and on what grounds?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (d). A statement is laid on the Table of the House, [*See* Appendix II, annexure No. 32].

Senior Staff Councils

385. Shri P. C. Borooah: Will the Minister of **Railways** be pleased to state:

(a) the number of recommendations made by the Senior Staff Councils of the departments under his Ministry since the constitution of these councils, year-wise;

(b) how many of them have been implemented;

(c) how many of the recommendations have been held in abeyance for more than one year; and

(d) how many have been rejected by the departments and on what grounds?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) to (d). The requisite year-wise figures are furnished in the statement laid on the Table. 11 out of a total of 185 recommendations were rejected either for administrative reasons or because they were found to be incompatible with the rules.

STATEMENT

Senior Staff Councils (Ministry of Railways)

	1955	1956	1957	1958	1959	1960	1961	Total
(*a*) The number of recommendations made by the Senior Staff Council	1	4	12	13	45	33	77	185
(*b*) Recommendations implemented .	1	4	12	12	43	28	72	162
(*c*) Recommendations held in abeyance for more than a year . .	..	..	..	1	..	3	8	12
(*d*) Recommendations rejected .	..	..	..	..	2	2	7	11

Senior Staff Councils

386. Shri P. C. Borooah: Will the Minister of **Transport and Communications** be pleased to state:

(a) the number of recommendations made by the Senior Staff Councils of the departments under his Ministry since the constitution of these councils, year-wise;

(b) how many of them have been implemented;

(c) how many of the recommendations have been held in abeyance for more than one year; and

(d) how many have been rejected by the departments and on what grounds?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (d). The information is being collected and will be laid on the Table of the Sabha in due course.

Consumption of Sugar

387. Shri D. C. Sharma: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the *per capita* consumption of sugar during the First and Se-

cond Five Year Plans in each of the States and on an all India basis; and

(b) what the position would be at the end of the Third Five Year Plan period according to proposed allocation?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). The average *per capita* consumption of crystal sugar on an all India basis during the First and Second Five Year Plans is estimated at 9.8 lbs. and 11 lbs. per annum respectively. It is estimated to be 13.6 lbs. per annum at the end of the Third Five Year Plan. State-wise information is not available. It may be remembered that such per capita consumption would be higher if gur and khandsari (which rural people eat in lieu of crystal sugar) are taken into account.

Food Adulteration

388. Shri D. C. Sharma: Will the Minister of **Health** be pleased to state:

(a) whether there is any proposal to have a central organisation for preventing food adulteration in the country; and

(b) if so, the details thereof?

The Minister of Health (Shri Karmarkar): (a) and (b). There is no proposal under consideration at present for the setting up of a Central organisation for preventing food adulteration in the country. The Government are, however, considering a recommendation made by a Sub-Committee set up by the Planning Commission that the Prevention of Food Adulteration Act, 1954, be suitably amended so that the enforcement of the Act might be undertaken by the Central Government.

Uncleared Stocks of Fertilizer at Nangal

389. Shri D. C. Sharma: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that a large quantity of uncleared stocks of fertilizer are lying at the Nangal Fertilizer Factory; and

(b) if so, the steps taken to clear them?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) No. The factory is expected to provide storage for about 2 months' production. The stock has always been less than the storage capacity.

(d) Does not arise.

Formation of Central Health Cadre

390. Shri D. C. Sharma: Will the Minister of **Health** be pleased to refer to the reply given to Unstarred Question No. 476 on the 25th November, 1961 and state:

(a) whether any decision has since been taken with regard to the formation of Central Health Cadre; and

(b) if so, the details thereof?

The Minister of Health (Shri Karmarkar): (a) Not yet.

(b) Does not arise.

Delay in Payment of Money by P.&.T.

391. Shri D. C. Sharma: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether his attention has been drawn to the news item published in the *Hindustan Times*, New Delhi dated the 24th January, 1962 that postal authorities have written to a dead woman asking her to collect the money she had claimed about 10 years ago;

(b) if so, the reasons for this abnormal delay in payment; and

(c) the steps taken or proposed to be taken to check such cases?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) Yes.

(b) The depositor died on 3rd January 1946 but the claim was preferred only on 14th November, 1959. The sanction could not be issued until 14th December, 1961 as the claimant could not furnish all the relevant documents.

The death of the claimant was not communicated to the appropriate postal authority by her relatives in time. On receipt of information of death, a fresh sanction in favour of claimant's husband was issued on 5th February, 1962.

(c) Instructions that the claims be settled promptly already exist and lapses coming to notice are suitably dealt with.

Gastro-Enteritis cases in Delhi

392. Shri D. C. Sharma: Will the Minister of **Health** be pleased to state:

(a) the number of Gastro-Enteritis cases in Delhi during the year 1961;

(b) the figures as compared with the corresponding figures for 1960; and

(c) the steps taken to check its incidence?

The Minister of Health (Shri Karmarkar): (a) and (b). The number of Gastro-Enteritis cases admitted in the Infectious Diseases Hospital, Delhi during the years 1960 and 1961 are as under:—

Months	1960	1961
January	1	8
February	5	1
March	21	39
April	50	108
May	67	166
June	175	129
July	432	146
August	589	145
September	238	61
October	54	37
November	36	22
December	15	17
TOTAL :	1,683	879

(c) The following steps were taken to check its incidence:

(1) Cases brought to the notice of the Health staff working in the areas were immediately removed through Muncipal Ambulance to the Infectious Diseases Hospital, Delhi where adequate arrangements for admission of Gastro-entries cases were made.

(2) The affected localities were thoroughly searched to detect any other case in the area.

(3) Provisions of the Epidemic Diseases Act, 1897 against Gastro-enteritis Cholera were extended to the Union Territory of Delhi.

(4) 21 Teams of doctors alongwith literate peons were in operation by the middle of October, 1961 and 7,97,715 inoculations were performed during the year 1961.

(5) Intensive measures against the sale of unwholesome articles of food and drink through the food hygiene enforcement squads and Sanitary Inspectors were taken. Total amount of unwholesome food destroyed during the year was 2,768 mds.

(6) Necessary arrangements were made for disinfection of the infected premises. Anti-fly measures were intensified.

(7) Arrangements were made to remove all types of refuse from the municipal areas as early as possible.

(8) Adequate publicity was arranged to prevent occurance of the disease.

(9) A careful watch was kept over the municipal water supply with regard to its purity by taking samples from distal consumer points.

(10) Drinking water wells in rural areas were chlorinated regularly.

Advertisements of Vanaspati in Government Publications

393. Shri P. G. Deb: Will the Minister of **Food and Agriculture** be pleased to refer to the reply given to Starred Question No. 805 on the 14th March, 1961 and state:

(a) whether Government have revised their policy not to publish advertisements of Vanaspati in Government publications which are against the declared policy of Government; and

(b) how much amount has been received by Government for such advertisements in all Government publications during 1960-61 and 1961-62?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) There has been no change in Government's policy in regard to the publication of advertisements on tion to the publication of such advervanaspati *viz.*, that there is no objectisements.

(b) During 1961, the amount received on advertisements relating to colourisation of vanaspati is estimated at around Rs. 1,850.

Bhimkund Project

394. Shri B. C. Mullick: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the Bhimkund Hydro-Electric Project in Orissa has since been approved by the Planning Commission; and

(b) if not, what is the present stage?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). The Bhimkund project is under investigation by the Government of Orissa. The investigations are expected to be completed by June, 1963 except for the Reservoir survey.

Financial Assistance to Orissa for Tube-wells

395. Shri B. C. Mullick: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any financial assistance has been rendered to Orissa for digging of tube-wells during the year 1961-62;

(b) if so, what is the amount; and

(c) the number of tubewells so far installed?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). Financial assistance has been given by the Central Government for schemes in the agricultural sector as a whole. The amount earmarked by the Orissa Government for tubewell Project in 1961-62 is Rs. 5.25 lakhs.

(c) The information is being obtained from the State Government and will be placed on the Table of the Sabha when received.

वन गवेषण संस्था, देहरादून

३९६. श्री भक्त दर्शन : क्या **खाद्य तथा कृषि** मंत्री ७ दिसम्बर, १९६१ के अतारांकित प्रश्न संख्या १४६२ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि देहरादून की वन गवेषणा संस्था का स्तर एक विश्वविद्यालय तक उन्नत करने के बारे में क्या निर्णय किया गया है ?

कृषि मंत्री (डा० पं० शा० देशमुख) : इस सम्बन्ध में अभी कोई निर्णय नहीं किया गया है ।

नई दिल्ली के पास यमुना पर दूसरा पुल

३९७. श्री भक्त दर्शन : क्या **रेलवे** मंत्री २९ अगस्त, १९६१ के तारांकित प्रश्न संख्या २६६६ के उत्तर के संबंध में यह बताने की कृपा करेंगे कि नई दिल्ली में पुराने किले के समीप यमुना नदी पर रेल के दूसरे पुल के निर्माण में अब तक क्या प्रगति हुई है और उस के कब तक पूरा हो जाने की आशा है ?

रेलवे उपमंत्री (श्री सें० वें० रामस्वामी) : पुल की नींव के लिए कुएं बनाने के सम्बन्ध में काम हो रहा है और इस में अब तक ३ प्रतिशत प्रगति हुई है । गर्डरों के निर्माण, सप्लाई और लगाने का ठेका दिया जा चुका है । मिट्टी के काम और गाइड-बंध तथा पहुंच-मार्ग के किनारों पर पत्थर की भराई का ४० प्रतिशत काम हो गया है । यदि गर्डरों के लिये समय पर इस्पात मिल जाये, तो मार्च १९६४ तक काम के पूरा हो जाने की संभावना है ।

रेल गाड़ियों में डकैती और हत्या की घटनायें

३९८. **श्री विभूति मिश्र** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) रेल गाड़ियों में आये दिन होने वाली डकैतियों एवं हत्याओं को रोकने के लिये क्या सरकार ने कोई योजना बनाई है ;

(ख) यदि हां, तो उस योजना की रूप-रेखा क्या है ; और

(ग) साल में औसतन कितनी डकैतियां और हत्यायें होती हैं ?

रेलवे उपमंत्री (श्री शाहनवाज खां) : (क) और (ख) 'शान्ति और व्यवस्था' कायम रखने और रेल गाड़ियों में अपराध रोकने की जिम्मेदारी सम्बन्धित राज्य सरकारों की है ।

(ग) चलती गाड़ियों में साल में औसतन ६ से ले कर ८ यात्रियों की हत्या और १५१ लूट-मार की घटनायें होती हैं, जिन में कई या दो डकैतियां शामिल हैं ।

एयर इंडिया इंटरनेशनल के विज्ञापन

३९९. **श्री विभूति मिश्र** : क्या **पारवहन तथा संचार** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि एयर इण्डिया इंटरनेशनल ने बम्बई में विज्ञापन करने के लिये आम चुनावों के समय श्री मेनन और श्री कृपालानी की छोटी-छोटी मूर्तियों का उपयोग किया ;

(ख) यदि हां, तो क्या सरकार इस कार्य को अनुचित नहीं समझती ; और

(ग) यदि हां, तो इस विषय में क्या कार्यवाही की गई ?

असैनिक उड्डयन उपमंत्री (श्री मुही-उद्दीन) : (क) एयर इंडिया इंटरनेशनल ने बतलाया है कि उन के पब्लिसिटी डिपार्टमेंट ने केम्प्स कोर्नर पर एक पाड़ खड़ी की थी जिस में दौड़ की शुरुआत की जगह पर दो शक्लें दिखलाई गई थीं ; उन में से एक शक्ल श्री कृष्ण मेनन से और दूसरी श्री कृपालानी से मिलती जुलती थी । उन शक्लों के साथ यह मजमून था कि "चूंकि दोनों अव्वल नहीं आ सकते इसलिये एक कम खर्च से तेज जा सकते हैं ।"

(ख) और (ग) जैसे ही उन के जनरल मैनेजर ने पाड़ को देखा, उन्हों ने उसे हटाने का हुक्म जारी कर दिया । कारपोरेशन के मैनेजमेंट ने भी हिदायतें जारी कर दी हैं कि आयन्दा इस तरह के पोस्टर नहीं लगाये जाने चाहियें ।

दिल्ली से रक्सौल तक राष्ट्रीय राजमार्ग

४००. **श्री विभूति मिश्र** : क्या **परिवहन तथा संचार** मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली से रक्सौल तक जो राष्ट्रीय राजमार्ग बन रहा है उस में कितना कार्य बाकी है ; और

(ख) यह राजमार्ग कब तक बन कर तैयार हो जायेगा ?

परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर) : (क) दिल्ली

और रक्सौल के बीच कोई सीधा राष्ट्रीय राजमार्ग नहीं है । फिर भी, राष्ट्रीय राजमार्ग संख्या २४, २८ और २८-ए को मिला कर एक मार्ग मुरादाबद, लखनऊ, गोरखपुर, कसिया, तमकोही, पिपरा और मोतीहारी होते हुए दिल्ली को रक्सौल से मिलाता है । इन राष्ट्रीय राजमार्गों पर बाकी निर्माण कार्य इस प्रकार है :—

सड़क का निर्माण

राष्ट्रीय राजमार्ग संख्या	शेष कार्य	वर्तमान स्थिति
१	२	३
२८	कंकर बिछे हुए कसिया—तमकोही भाग (१६ मील) को ऊंचा करना ।	१६.१४ लाख रुपये का तख्मीना मंजूर किया गया है और काम जारी है ।
२८	तमकोही और पिपरा के बीच की छटी हुई सड़क का निर्माण (५४ मील)	१९६०–६१ में इस छटी हुई सड़क के निर्माण के लिए ७०.८६ लाख रुपये का तख्मीना मंजूर किया गया है । तीसरी पंचवर्षीय आयोजना में सलेमगढ़ और पिपरा के बीच (४५ मील) में आर पार पुलियां व नलियां बनाने के लिए २० लाख रुपये की व्यवस्था भी की गयी है ।
	पुलों का निर्माण	
२४	रामगंगा नदी पर पुल	इस स्थान पर पहले से ही सड़क व रेल का एक मिलाजुला पुल बना हुआ है । यहां पर पीपों के एक पुल को बनाने के लिए १२–३–६२ को ५.६५ लाख रुपये का अनुमानित व्यय मंजूर किया गया ।
२८	अयोध्या में सरयू नदी पर पुल	इस स्थान पर ११६.८० लाख रुपये के अनुमानित लागत के एक पुल का निर्माण कार्य मंजूर किया गया और काम जारी है ।
२८	गोरखपुर में राप्ती नदी पर पुल	इस स्थान पर ४१.४३ लाख रुपये के अनुमानित लागत के एक पुल का निर्माण कार्य मंजूर किया गया है और काम जारी है ।

१	२	३
२८	(डूमरियाघाट) गंडक नदी पर पुल	इस पुल का निर्माण कार्य धनाभाव के कारण मंजूर नहीं किया जा सका किन्तु यहां सर्वेक्षण आदि किया जा रहा है ।
२८–ए	सिकरहना नदी और तिलावे नाले पर पुल	१३.१२ लाख रुपये की कुल अनुमानित लागत से इन पुलों का निर्माण कार्य १९५७ में मंजूर किया गया था । इन पुलों पर अधिकांश निर्माण कार्य हो चुका है ।

(ख) जो निर्माण कार्य पहले से ही मंजूर किये जा चुके हैं उनके चालू पंचवर्षी आयोजना के अन्त तक पूरे होने की संभावना है ।

Election Meetings Addressed by the Prime Minister

401. **Shri Balraj Madhok:**
Shri Assar:

Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that New Delhi Municipal Committee made arrangements for the election meetings addressed by Shri Jawaharlal Nehru in New Delhi on the 22nd February, 1962;

(b) whether any payment was made by the Congress Organisation to New Delhi Municipal Committee for that; and

(c) if so, the details thereof?

The Minister of Health (Shri Karmarkar): (a) No except that some pipe barricading was provided by the New Delhi Municipal Committee which is normally done at the instance of the Police in the case of all V.I.Ps.

(b) and (c). Do not arise.

Railway Passenger Fares and Freight Rates

402. **Shri Sadhan Gupta:**
Shri Tangamani:
Shri Warior:

Will the Minister of **Railways** be pleased to state:

(a) whether any proposal to enhance passenger fares and freight rates for the Railways is under the consideration of Government or of the Railway Board;

(b) if so, the nature of the proposal; and

(c) when it is proposed to give effect to the increased rates?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) to (c). In view of the budgetary implications involved, the present Government are unable to give any information at this stage as to whether there are proposals to enhance passenger fares and freight rates on the railways.

Agricultural Credit Bank

403. **Shri Ram Krishan Gupta:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the proposal to establish an Agricultural Credit Bank has been considered; and

(b) if so, with what result?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). It is not clear as to whether the Hon'ble Member is referring to any cooperative bank for meeting the short term

and medium term needs of agriculturists or to a development finance corporation for meeting the relatively longer term needs of the agrilculturists. If it is the former, the Minister for Community Development and Co-operation has already given the answer in reply to Starred Question No. 284 on the 24th February, 1961. If it is the latter, then the question is under consideration in the Ministry of Finance (Department of Economic Affairs).

माही बांध

४०४. **श्री भोगजी भाई :** क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) माही बांध, बागडा बजाजसागर, बांधने का काम कब तक आरम्भ होगा ; और

(ख) इस बांध से सिंचाई कब शुरू होगी ?

परिवहन और संचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर) : (क) बांध का कार्यस्थल बागडा से हटाकर बोरखेरा को कर दिया गया है, यह बोरखेरा, बगडा से एक मील नीचे की ओर है । इस परियोजना के पानी के बंटवारे, डूब जाने वाली जमीन इत्यादि के बारे में राजस्थान, मध्य प्रदेश और गुजरात की सरकारों की स्वीकृति अभी मिलनी बाकी है । अभी तक, परियोजना निर्माण के लिए स्वीकृत नहीं की गई । चूंकि राजस्थान सरकार इस परियोजना के निर्माण के लिये जिम्मेदार है, इसलिये इस वक्त यह सुझा सकना सम्भव नहीं है कि इस परियोजना के निर्माण का काम कब शुरू होगा ।

(ख) इस परियोजना के चालू होने के छठे साल में सिंचाई के शुरू हो जाने की सम्भावना है ।

रतलाम-बांसवाड़ा रेलवे लाइन

४०५. **श्री भोगजी भाई :** क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या रतलाम से बांसवाड़ा डूंगरपुर रेलवे लाइन तीसरी पंचवर्षीय योजना में शामिल कर ली गयी है ; और

(ख) यदि हां, तो इस पर काम कब आरम्भ होगा ?

रेलवे उपमंत्री (श्री सें० वें० रामस्वामी): (क) जी नहीं ।

(ख) सवाल नहीं उठता ।

Ratlam-Banswara Railway Line

406. Shri Karni Singhji: Will the Minister of **Railways** be pleased to state the date by which the work of construction of overhead bridges at the two railway crossing in Bikaner City according to the approved scheme will be taken in hand to mitigate the sufferings of the people?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): The State Government has agreed to acquire, at their cost, necessary lands and premises outside the Railway limits, for the purpose of constructing the two road overbridges. Provision for these bridges has been made in the Northern Railway's Works Programme for 1962-63 and the plans and estimate are being finalised in consultation with the State Government. The work will be physically taken up as soon as the Government of Rajasthan acquire and make available the necessary land for the approaches.

Railway Line from Churu to Nohar

407. Shri Karni Singhji: Will the Minister of **Railways** be pleased to state:

(a) whether there is a proposal for laying a railway line from Churu to Nohar *via* Taranagar to provide amenity to the public of that area and to open the interior for trade; and

(b) if not, what steps Government propose to take in the matter?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No.

(b) The two places Churu and Nohar are already connected by a metre gague rail line *via* Suratpura. For provision of any further amenity to the inhabitants of the area development of road transport would be more appropriate. As road is a State subject, the State Government may be moved in the matter.

Disposal of Ferrous Scrap by Railways

408. **Shri Raghunath Singh:**
Shri S. C. Samanta:
Shri Subodh Hansda:
Shri Pashupati Mandal:

Will the Minister of **Railways** be pleased to state:

(a) the total quantity of ferrous scrap disposed of by the Railways by sale through public tenders during the years 1955 to 1961 and the revenue earned therefrom;

(b) the total quantity of scrap distributed to indigenous scrap-users at the direction of the Iron and Steel Controller during the years 1955 to 1961; and

(c) the total quantity of railway scrap melted by railway workshops and private sector foundries for manufacture of railway stores during the years 1955 to 1961?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) (i) Quantity—16,500 tons (approx). (ii) Revenue earned: Rs. 34 lakhs (approx).

(b) 5,05,000 tons (approx).

(c) (i) By Railway Workshops: 2,54,000 tons (approx). (ii) By Private Sector Foundries: 2,39,000 tons (approx).

Note:—Figures relate to the period 1st April, 1955 to 31st March, 1961.

Russian Gift of Anti-Small-Pox Vaccine

409. **Shri Indrajit Gupta:**
Shri Kunhan:

Will the Minister of **Health** be pleased to refer to the reply given to Unstarred Question No. 1405 on 17th August, 1961 and state:

(a) when the supply of 250 million doses of anti-small-pox vaccine, offered by the Government of U.S.S.R., is expected to be received in India; and

(b) arrangements being made for stocking, distribution and use of the vaccine?

The Minister of Health (Shri Karmarkar): (a) The Government of the U.S.S.R. have agreed to supply 250 million doses of freeze dried vaccine free of charge to India in eight equal quarterly instalments, commencing from January, 1962. Approximately 25.23 million doses of vaccine have been received during January-February, 1962.

(b) The vaccine is received in Delhi, from where it is sent to the Government Medical Store Depots at Calcutta, Bombay, Madras and Karnal for storage and distribution to the State Governments/Administrations in accordance with the instructions issued by the Directorate General of Health Services.

Telegraph and Teleprinter Connection between Dibrugarh and Calcutta

410. Shri P. C. Borooah: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether there is no direct telegraph and teleprinter connection between Dibrugarh head-office and Calcutta except through Gauhati;

(b) if so, whether teleprinter and telegraph messages get much delayed in being transmitted through Gauhati; and

(c) whether Government propose to introduce direct teleprinter/tele-

graph service between Dibrugarh and Calcutta to do away with this difficulty?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) No.

(b) Telegrams are not usually delayed on account of their being transmitted through Gauhati. Sometimes however delays occur due to interruptions on lines of communication.

(c) No. Traffic does not justify a direct circuit.

Prefabricated Stalls on Punchkuian Road, New Delhi

411. Shri Balraj Madhok: Will the Minister of **Health** be pleased to state:

(a) the total number of existing prefabricated stalls on Punchkuian Road, New Delhi;

(b) how many of them fall under the jurisdiction of Delhi Municipal Corporation and New Delhi Municipal Committee respectively;

(c) whether any plan has been made to build a separate market for the allottees of these stalls; and

(d) if so, the details thereof?

The Minister of Health (Shri Karmarkar): (a) and (b). 79 in the area under the jurisdiction of the New Delhi Municipal Committee. As regards stalls falling under the jurisdiction of the Delhi Municipal Corporation, the information will be laid on the table of the Sabha, when available.

(c) No.

(d) Does not arise.

Prefabricated stalls in New Delhi

412. Shri Balraj Madhok: Will the Minister of **Health** be pleased to state:

(a) the total number of existing prefabricated stalls on the Irwin Road and outer circle of Connaught Circus, New Delhi, respectively;

(b) whether it is a fact that all of them have overlived their normal life and are in a most dilapidated condition;

(c) if so, whether any plan has been made to provide alternative shops to the allottees of these stalls; and

(d) if so, the details thereof?

The Minister of Health (Shri Karmarkar): (a) 75 stalls on Irwin Road and 116 stalls in Connaught Circus.

(b) These stalls have outlived their normal life but are still in usable condition.

(c) No, for the reason given in the answer to part (b) above.

(d) Does not arise.

Export of Surplus Sugar to U.S.A.

413. Shri Ram Krishan Gupta: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that India has suggested its exportable surplus of sugar to U.S.A. in exchange of Agricultural surpluses from U.S.A.; and

(b) if so, the details of the agreement, if any?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) Yes, Sir.

(b) No agreement has yet been reached.

पूर्वोत्तर रेलवे में ए० एम० ई० का चुनाव

४१४. श्री म० ना० सिंह : क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) पूर्वोत्तर रेलवे में रेलवे बोर्ड के लिखित आदेश के विरुद्ध वर्ष के भीतर दो बार चुनाव बोर्ड बिठा कर ए० एम० ई० की जगहों के लिये तालिका बनाने की क्या आवश्यकता है ;

(ख) क्या यह सच है कि पिछली बार जब चुनाव बोर्ड बिठाया गया था तब सब

वरिष्ठ व्यक्ति बुलाये गये थे, परन्तु आवश्यकता से कम लोग लिये गये ;

(ग) चूंकि कोई व्यक्ति बिना विशेष छूट का अधिकार प्राप्त किये एक वर्ष में एक से अधिक बार चुनाव में भाग नहीं ले सकता, इसलिये क्या ऐसे जूनियर व्यक्तियों को ही जो साधारणतः नहीं बुलाये जाते अब बुला कर पद के लिये तालिका बनायी जा रही है; और

(घ) क्या छोड़े गये वरिष्ठ व्यक्तियों को इस वर्ष के भीतर ही दुबारा नियुक्त किये गये चुनाव बोर्ड के सामने परीक्षा में भाग लेने के लिये बुलाया जायेगा ?

रेलवे उपमंत्री (श्री सें० वें० रामस्वामी) : (क) और (ख). ५ व्यक्तियों का पेनल बनाने के लिए जून, १९६१ में सहायक मैकेनिकल इंजीनियरों का एक चुनाव हुआ था। वरिष्ठता के क्रम में २४ कर्मचारियों को चुनाव के लिये बुलाया गया था। इन में से ६ ने चुनाव में शामिल होने से इंकार कर दिया और १५ पास न हो सके। इसलिये केवल ३ का पेनल बनाया जा सका जबकि आवश्यकता ५ की थी।

अब दो कारणों से एक और चुनाव करना आवश्यक हो गया है एक तो यह कि जून, १९६१ के चुनाव में पर्याप्त संख्या में कर्मचारी पेनल पर न रखे जा सकें और दूसरे, शीघ्र ही कुछ नयी जगहें भी मंजूर होने की सम्भावना है। नये चुनाव की तारीख अभी नियत नहीं की गयी है फिर भी, एक वर्ष में दो चुनाव करना रेलवे बोर्ड द्वारा जारी किये गये किसी आदेश से असंगत नहीं है।

(ग) प्रस्तावित चुनाव के लिये उम्मीदवारों को उनकी वरिष्ठता के क्रम में बुलाया जायेगा।

(घ) किसी वरिष्ठ कर्मचारी को चुनाव में शामिल न किये जाने का सवाल नहीं उठता।

Hydro-Electric Projects in Andhra Pradesh

415. Shri M. V. Krishna Rao: Will the Minister of **Irrigation and Power** be pleased to state the progress made so far with regard to sanction of:

(i) Vamsadhara Project,

(ii) Pochampad Project,

(iii) Srisailam Hydro-Electric Project; and

(iv) Upper Sileru Power Project of Andhra Pradesh?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): The position in respect of these projects is given below:—

(i) *Vamsadhara Project.*—This project is under examination in the Central Water and Power Commission.

(ii) *Pochampad Project.*—The Government of Andhra Pradesh have been requested to submit a fresh project report for a self-contained run-of-the-river scheme.

(iii) *Srisailam Hydro-electric Project.*—This project is under examination in the Central Water and Power Commission.

(iv) *Upper Sileru Power Project.*—Stage I of this project is under execution. Stage II of the project (Guntawada) is connected with the Balimela Power Project of Orissa and a decision has yet to be taken.

Bus Transport in Andhra Pradesh

416. Shri M. V. Krishna Rao: Will the Minister of **Transport and Communications** be pleased to state:

(a) the progress so far made to nationalise Bus Transport in Andhra Pradesh; and

(b) the Central Government's Assistance for the above nationalisation?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Nationalised bus services are operating in twelve out of the twenty districts of Andhra Pradesh at present. A phased programme for extending nationalisation to the remaining areas of the State has been drawn up and it is expected that nationalisation will be completed in the entire State by the end of the Third Five Year Plan priod.

(b) The Central Government have not given any specific financial assistance for nationalisation of road transport in Andhra Pradesh. The Ministry of Railways are, however, contributing to the Andhra Pradesh State Road Transport Corporation to the extent of 25 per cent of its total capital. Their contribution in the Corporation was Rs. 129:54 lakhs, as on 21st March, 1962.

Masulipatnam Port

417. Shri M. V. Krishna Rao: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the Government of India have taken any decision for the conversion of Masulipatnam Minor Port into an intermediate port; and

(b) if so, the action taken by Government for the development of the Masulipatnam Port?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Masulipatnam is already being treated as an intermediate port.

(b) A provision of Rs. 15 lakhs has been made in the physical development programme of the Third Five Year Plan of the Ministry of Transport and Communications for stabilising the channel at Masulipatnam including provision of earthen bunds and strengthening of the sand spit.

Air Service to Vijayawada from Hyderabad

418. Shri M. V. Krishna Rao: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the Government of India have taken any steps for restoring the air service to Vijayawada from Hyderabad; and

(b) if so, when it will be commencing?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) and (b). The Indian Airlines Corporation is examining the feasibility of such a service in consultation with the Government of Andhra Pradesh.

Damage to Crops in Gujarat by Locusts

419. Shri P. R. Patel: Will the Minister of **Food and Agriculture** be pleased to state the extent of damages caused to crops in Mehsana district, Gujarat State, by locusts and steps taken to compensate farmers?

The Minister of Agriculture (Dr. P. S. Deshmukh): The information is being collected from the State Government and will be placed on the Table of the Sabha in due course.

Insanity Cases in India

420. Shri A. M. Tariq: Will the Minister of **Hea'th** be pleased to state:

(a) whether there has been a steady increase in the number of cases of insanity in some States in India;

(b) if so, the details thereof;

(c) whether Government have assessed the reasons as to the cause for this increase and possible remedial action; and

(d) if so, the details thereof?

The Minister of Health (Shri Karmarkar): (a) As no survey on the incidence of mental diseases and mental morbidity has been carried out, it is not possible to say whether the number of mental cases has increased or decreased.

(b) to (d). Do not arise.

Saraswaty Project (Gujarat)

421. Shri P. R. Patel: Will the Minister of **Irrigation and Power** be pleased to state:

(a) what progress has been made in the implementation of Saraswaty Project (Gujarat State); and

(b) if no progress has been made, the reasons therefor?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Preliminary works on this project are in progress.

(b) Does not arise.

गन्ने के काश्तकारों को अतिरिक्त मूल्य दिया जाना

४२२. **श्री खुशवक्त राय** : क्या **खाद्य तथा कृषि** मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि गन्ने के काश्तकारों को अतिरिक्त मूल्य देने का प्रश्न जो प्रशुल्क आयोग के सुपुर्द किया गया था उसका प्रतिवेदन सरकार के पास आ गया है,

(ख) उक्त प्रतिवेदन की मुख्य-मुख्य सिफारिशें क्या हैं और उनमें से कितनी सरकार ने मान ली हैं, और

(ग) क्या उक्त प्रतिवेदन की एक प्रति सभा-पटल पर रखी जायेगी ?

खाद्य तथा कृषि उपमंत्री (श्री अ० म० मस) : (क) जी हां ।

(ख) आयोग की सिफारिशें विचाराधीन हैं ।

(ग) आयोग के प्रतिवेदन की प्रति, आयोग की सिफारिशों की जांच और उन पर निर्णय लेने के उपरान्त सभा पटल पर रखी जायेगी ।

Rail Link from Gohana to Panipat

423. Shri Ram Garib: Will the Minister of **Railways** be pleased to state:

(a) when the rail link from Gohana to Panipat will be completed; and

(b) if not completed, the reasons for delay?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). The restoration of Gohana-Panipat dismantled line is not included in the Railways' Third Five Year Plan as published by the Planning Commission.

Delhi-Ambala Rail Line

424. Shri Ram Garib: Will the Minister of **Railways** be pleased to state:

(a) whether the railway line from Delhi to Ambala will be made double;

(b) if so, when; and

(c) if not, the reasons therefor?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) to (c). The doubling of the line between Delhi and Ambala is not included in the Third Five Year Plan as the traffic on the section does not justify the same.

Beas Dam Project

425. Shri Ram Garib: Will the Minister of **Irrigation and Power** be pleased to refer to the reply given to Unstarred Question No. 27 on the 14th March, 1962 and state:

(a) the names of 52 villages, Tehsil-wise, which are proposed to be evacuated for the purpose of constructing a reservoir for the Beas Dam Project;

(b) the names of 9 villages in Hoshiarpur and the 2 villages in Kangra District which are proposed to be evacuated for the purpose of creating a township there; and

(c) what will be the probable time

lag between the service of notices on the inhabitants of these villages and the actual evacuation of these villages?

(1) Ghamrur
(2) Khanpur
(3) Balghar
(4) Kulehar
(5) Meharah
(6) Dodra
(7) Haler Anor
(8) Anur (Mangarh)
(9) Bhatoli Phakorian
(10) Bhatoli (Nand' R.)
(11) Ranial
(12) Bhalial
(13) Seontha
(14) Gadroli
(15) Poth
(16) Amb (Nand pur)
(17) Kandhi
(18) Dughal
(19) Nangal Galer
(20) Ludhiarah
(21) Padal
(22) Katnaur
(23) Badhopal
(24) Panjral
(25) Bachohlar
(26) Narihawali
(27) Gharial
(28) Sarkaprah
(29) Duhak
(30) Sothel
(31) Barlan
(32) Bari (Nand Pur)
(33) Bathu
(34) Ahur (Guler)
Nurpur Tehsil (Kangra Distt.)
(52) Jawali.

(b) The number of villages in Hoshiarpur and Kangra District is 8 and 3 respectively as follows:—

Hoshiarpur District (Dasaya Tehsil)

(i) (1) Adampur Mahotian
(2) Behera
(3) Changarwan
(4) Dehar
(5) Ram Nangal
(6) Sathwan
(7) Siri Pin Dain
(8) Talwara.

Kangra District (Dehra Tehsil)

(ii) (9) Sansarpur
(10) Ban Bilwan
(11) Revi.

(c):—One year.

Forced Retirement of Employees under N. Railway

426. Shri Mohan Swarup: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that certain Railway employees under Northern Railway who by mistake mentioned their dates of birth otherwise have been forced to retire;

(b) if so, the number thereof;

(c) whether Government are aware of the fact that their actual Matriculation Certificates which depict their real date of birth, have not been taken into account and their cases are not considered on the basis of those certificates; and

(d) if so, the reasons therefor?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Dehra Tehsil (Kangra Distt.).

(35) Thear
(36) Ludred
(37) Jarot
(38) Katrah
(39) Nagrotah
(40) Chatwal
(41) Batorar
(42) Kohli Balthan
(43) Bail
(44) Ghai
(45) Basi
(46) Jummal
(47) Bhalwal Chandour
(48) Khairian
(49) Gheori
(50) Dhameta
(51) Nangal Siba

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Railway servants are retired from service in attaining the age of superannuation based on the date of birth recorded in their Service Card|Service Sheet.

(b) to (d). In 8 cases which have occurred after issue of the latest orders on the subject, alteration in date of birth as claimed by the employees on the basis of Matriculation Certificates could not be agreed to as the staff concerned had already taken advantage of the recorded date of birth whereby they were appointed below the age of 18 years. The em-

ployees being literate had signed their service record bearing the date of birth in token of the correctness of the entries recorded therein.

Employees of R.M.S., 'D' Division, New Delhi

427. Shri Manay: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that the Ministry of Finance have issued orders that permanent reduction to a lower stage in time scale of pay of Government servant is not permissible;

(b) whether it is also a fact that some Scheduled Caste employees of R.M.S. "D" Division, New Delhi have been awarded punishment in contravention of the orders mentioned in part (a) above;

(c) if so, how many employees were awarded such punishment in the R.M.S. "D" Division, New Delhi, which despite repeated representations were not set aside; and

(d) the action Government propose to take in such cases?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) Yes, Sir.

(b) Two officials, of whom one happens to belong to the Scheduled Caste, were punished by the competent authority for some irregularity. The defect, *vide* (a) could have been rectified had the official concerned brought the same to the notice of the appellate authority. The other official did so and the defect was rectified in his case.

(c) One official, *vide* (b) did not submit an appeal against the punishment within the prescribed time.

(d) The case is being reviewed.

Telephones in Nizamuddin, Delhi

428. Shri Ramji Verma: Will the Minister of **Transport and Communications** be pleased to state:

(a) the number of persons for whom telephones were installed in Nizamuddin, Delhi during January and February, 1962, the dates of their applications and the special reasons for the grant of the priority, if any, in each case;

(b) the number of the persons out of part (a) above in whose cases the landlords concerned have not granted the permission to instal the phones and have insisted upon the removal of the encroachment;

(c) the circumstances under which the consent of the landlords in the cases falling in part (b) above was not obtained; and

(d) the reasons for the delay in the removal of the telephones falling in part (b) above in each case and the steps Government propose to take to avoid litigation in the matter from the landlords?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) 12. The dates of applications range from 1958 to 1962. A few connections were sanctioned for special reasons and others were recommended by the Telephone Advisory Committee.

(b) No permission is taken from the Landlords. Only in one case landlord has asked for removal of the telephone.

(c) and (d). The question does not arise as no permission is required to be taken. If, however a protest is received it is verified whether the applicant is a *bonafide* tenant. The owner of the premises in one case has raised an objection to the installation of the telephone after the installation was completed. The matter is being enquired into and appropriate action will be taken.

Bhubaneshwar Station

429. Shri A. T. Sarma: Will the Minister of **Railways** be pleased to state the action that has been taken to improve the Bhubaneshwar Railway Station?

The Deputy Minister of Railways (Shri Shahnawaz Khan): It is proposed to provide a new station building at Bhubaneshwar Railway station at an estimated cost of Rs. 7:8 lacs. The plan for the new station building has been sent to the State Government for their remarks and their reply is still awaited.

Chilka Development Scheme

430. Shri A. T. Sarma: Will the Minister of **Transport and Communications** be pleased to state whether any action has been taken to implement the Chilka development scheme?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): The Ministry of Transport and Communications have no scheme for the development of Chilka lake.

Road from Pipli to Konark in Orissa

431. Shri A. T. Sarma: Will the Minister of **Transport and Communications** be pleased to state:

(a) the amount that has been sanctioned to construct a permanent road from Pipli to Konark in Orissa;

(b) the amount that has been spent in constructing the same till now; and

(c) whether the construction will be completed before the ensuing rainy season?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Rs. 18 lakhs sanctioned from Central funds.

(b) Rs. 36,97,742.

(c) No. The work is expected to be completed by June 1963.

Gopalpur Port in Orissa

432. Shri A. T. Sarma: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether there is any proposal to improve the Gopalpur Port in Ganjam, Orissa State; and

(b) if so, the details of the improvements?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes.

(b) A provision of Rs. 1.00 lakh has been made in the Third Five Year Plan for the construction of landing facilities for masula boats at Gopalpur port.

Running of Trains in Parlakimedi District

433. Shri A. T. Sarma: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the Up and Down trains of the Parlakimedi. Light Railway do not run properly due to engine defects and that consquently passengers prefer to travel by bus;

(b) if so, what action has been taken to rectify the defects of the engines; and

(c) if no action has been taken, whether an enquiry will be made and necessary steps taken to rectify the defects?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No.

(b) and (c). Does not arise.

Under-bridge at Cuttack

434. Shri A. T. Sarma: Will the Minister of **Railways** be pleased to refer to the reply given to Unstarred Question No. 3544 on the 6th September, 1961 and state the progress since made in the construction of the under-bridge at the South-end of Cuttack Station Yard?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): Plans for the work have been finalised and the estimate for Railway's portion of the work has been sanctioned. Acceptance of the State Government of their share of the cost is awaited. Work will be started immediately on receipt of their acceptance.

Recommendations of the Panel on Ayurveda Appointed by the Planning Commission

435. **Shri A. T. Sarma:** Will the Minister of **Health** be pleased to state the action that has been taken on the recommendations of the Panel on Ayurveda appointed by the Planning Commission?

The Minister of Health (Shri Karmarkar): The matter is under examination.

Ayurvedic Education in India

436. **Shri A. T. Sarma:** Will the Minister of **Health** be pleased to state:

(a) whether Government are contemplating to introduce a curriculum to standardise the Ayurvedic Education in India; and

(b) if so, whether the same has been drafted as per the recommendations of the Panel on Ayurveda appointed by the Planning Commission?

The Minister of Health (Shri Karmarkar): (a) and (b). The matter is under examination.

Central Council of Ayurvedic Research

437. **Shri A. T. Sarma:** Will the Minister of **Health** be pleased to state:

(a) whether Government have received any report from the Central Ccuncil of Ayurvedic Research;

(b) if so, whether it will be placed on the Table; and

(c) if the answer to part (a) above be in the negative, whether necessary arrangements will be made to call for the report?

The Minister of Health (Shri Karmarkar): (a) to (c). The Central Council of Ayurvedic Research was set up in October, 1959, to advise the Ministry of Health on various matters connected with the development of Ayurveda. This Council has met four times and has made a number of recommendations which are under examination. The Council is not expected to submit any report which could be placed on the Table of the House.

Road Bridge across Krishna near Rangapur

438. **Shri T. B. Vittal Rao:** Will the Minister of **Transport and Communications** be pleased to state:

(a) the progress made upto the end of February, 1962 regarding the construction of road bridge across the river Krishna near Rangapur, Andhra Pradesh;

(b) the amount spent so far; and

(c) when the bridge is likely to be completed and thrown open for vehicular traffic?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The progress is as follows:—

(i) Foundation (excluding abutment)—96 per cent.

(ii) Piers.—45 per cent.

(iii) Superstructure—25 per cent.

(b) Rs. 20·70 lakhs.

(c) By the end of March, 1964.

Dry Dock at Visakhapatnam

439. **Shri T. B. Vittal Rao:** Will the Minister of **Transport and Communications** be pleased to state:

(a) at what stage is the construction of Dry Dock at Visakhapatnam; and

(b) whether there is likelihood of taking up this proposal during the ensuing financial year?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). Administrative approval of Government for construction of the dry dock at a revised cost of Rs. 269 lakhs has been conveyed to the Hindustan Shipyard

Limited. It is hoped that work connected with the Project will be taken up by the Shipyard in the ensuing financial year.

Sethusamudra Project

440. Shri T. B. Vittal Rao: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether there is any prospect of taking up Sethusamudra Project during the Third Five Year Plan period;

(b) whether any preliminary work has been undertaken; and

(c) if so, the nature of the work?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). The proposal to cut a ship canl to connect the Palk Strait with Gulf of Mannar is still under technical investigation. It is necessary to conduct hydrographic surveys and other investigations in the area to arrive at the correct cost of the project. A provision of Rs. 22.14 lakhs has been made in the Third Plan for this purpose.

A part of the hydrographic survey of the area was carried out in the survey season 1960-61 and the balance was included in the survey programme for the survey season 1961-62. Other investigations, e.g., boring operations in South, North and Bay of Bengal channels have been taken up by the Government of Madras.

Doubling of Vijayawada-Yerrupalyam Track

441. Shri T. B. Vittal Rao: Will the Minister of **Railways** be pleased to state:

(a) the progress up to the end of February, 1962 with regard to doubling of track between Vijayawada and Yerrupalyam, Central Railway;

(b) when the first patch will be opened to traffic; and

(c) the station on this section where interlocking has been changed due to doubling?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) 41 per cent.

(b) The section between Rayanapad and Vijayawada is proposed to be opened for goods traffic by 31st March, 1962

(c) Signalling and Interlocking has been changed at Rayanapad station, where the doubling work has been completed.

Ad-hoc Tribunal

442. Shri T. B. Vittal Rao: Will the Minister of **Railways** be pleased to state:

(a) the steps taken to implement the award of the *Ad-hoc* Tribunal:

(b) the reasons for the delay; and

(c) whether additional expenditure as a result of implementation has been assessed?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). The Ad-hoc Tribunal made 9 recommendations in all, out of which decisions have been taken on 8. Action is being taken to finalise the outstanding item also.

(c) Yes. In the two recommendations which the Government have decided to accept, the financial implications have been assessed.

Ramavaram Station

444. Shri T. B. Vittal Rao: Will the Minister of **Railways** be pleased to state:

(a) at what stage the proposal is to open a station at Ramavararm between Bhadrachellam Road and the colliery siding of the Central Railway; and

(b) if it has since been decided to open a station, when the work will be taken up?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). The proposal has been examined and not accepted for want of adequate justification.

Reconstruction of Kozhikode Station

445. { **Shri A. K. Gopalan:**
Shri Kunhan:
Shri M. K. Kumaran:

Will the Minister of **Railways** be pleased to state:

(a) whether Government have made any provision for the reconstruction of the Kozhikode railway station and sheds;

(b) if so, what is the amount set apart for the purpose; and

(c) when the construction is likely to be taken in hand?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, Sir.

(b) Approximately Rs. 3.82 lakhs.

(c) The work has already been taken in hand.

Linking of Purli-Vaijnath with Latur

446. Shri T. B. Vittal Rao: Will the Minister of **Railways** be pleased to state:

(a) at what stage the proposal is to link Purli-Vaijnath with Latur; and

(b) whether there is any likelihood of taking up this line during the Third Plan period?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The financial prospects for the conversion of Miraj-Kurduwadi-Latur to M.G. and construction of a new M.G. line between Latur and Purli-Vaijnath were examined in detail but the proposal was not found financially justified. The project is not included in Railway's programme of construction of new line in the Third Plan.

(b) Does not arise.

Integral Coach Factory, Perambur

447. Shri T. B. Vittal Rao: Will the Minister of **Railways** be pleased to state:

(a) the progress made up to the end of February, 1962 in connection with the construction of permanent furnishing unit at the Integral Coach Factory, Perambur;

(b) the amount spent so far; and

(c) when it is likely to be completed?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The erection of all the Workshop structures has been completed and production has been commenced in the Permanent Furnishing factory since January, 1962, progressively transferring the work from the temporary furnishing facilities. The ancillary works such as roads, drainage, etc. are in an advanced stage of completion.

(b) Rs. 196 lakhs to end of February, 1962.

(c) The procurement of machinery has been phased to suit actual production requirements and machinery in the final phase is likely to be procured and the Project completed by end of 1963.

Doubling of track between Vijayawada and Gudur

448. Shri T. B. Vittal Rao: Will the Minister of **Railways** be pleased to state:

(a) the total track doubled between Vijayawada and Gudur up to the end of February, 1962;

(b) whether there has been increase in goods traffic handled at Vijayawada as a result of this doubling; and

(c) if so, by what per cent.?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) 96 miles.

(b) Yes.

(c) 16 per cent. during March. 1962 (upto 20th) as compared to March, 1961.

Passenger Sheds on Western Railway

449. Shri Yajnik: Will the Minister of **Railways** be pleased to state:

(a) the number of stations on the Western Railway that are not provided with passenger sheds;

(b) the number of passenger sheds to be built on that Railway during the ensuing year; and

(c) the amount of funds sanctioned for the purpose?

The Deputy Minister of Railways (Shri Shahnawaz Khan): It is presumed that the Hon'ble Member is referring to passenger shelters on platforms and not to III class waiting sheds, which are provided at almost all stations. The information relating to passenger shelters on platforms is as follows:

(a) 1097 Stations.

(b) 15 stations.

(c) Approximately Rs. 5 lakhs with an outlay of Rs. 3.38 lakhs in 1962-63.

Linking of Pasighat Murkong Selek

450. Shri D. Ering: Will the Minister of **Railways** be pleased to state:

(a) whether there is a proposal to link up the NEFA area at Pasighat with Murkong Selek (Jonai-Upper Assam); and

(b) if so, when the work is going to be started?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No.

(b) Does not arise.

Hydro-Electric Power Project at Sile River (NEFA)

451. Shri D. Ering: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that there is a scheme for hydro-electric power generation at the Sile river near Pasighat of Siang frontier of NEFA; and

(b) if so, when the work is going to be started?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). There was a proposal for establishment of a small hydro-electric scheme at Sile River near Pasighat. The scheme, on investigation, was not found technically feasible, and was, therefore, dropped.

Winter Uniforms for Delhi Telegraph Department Staff

452. Shri S. M. Banerjee: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether winter uniforms were duly supplied to the staff of the General Manager, Delhi Telegraph Department in 1961-62; and

(b) if not, the reasons for the delay?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) Part supply has already been made to the concerned staff and supply to the remaining officials is nearing completion.

(b) The delay was due to non-receipt of cloth from the supplying mills in item, necessitating local purchase.

P. & T. Unions

453. Shri S. M. Banerjee: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether monthly meetings with the P. & T. Unions have not yet started;

(b) the reason as to why the Director general did not hold such meetings; and

(c) the steps taken by Government in this regard?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) Monthly meeting with the realigned P. & T. Unions have been restored at the Divisional and Circle levels but not at the Central level.

(b) and (c). A statement is laid on the table of the Sabha. [*See* Appendix II, annexure No. 33].

Nullah near Safdarjang Air Port, New Delhi

454. Shri Balraj Madhok: Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that there has been a long standing demand of the residents of Delhi for a bridge on the Nullah near the Safdarjang Air Port;

(b) whether it is also a fact that a decision has been taken to build a bridge on this Nullah; and

(c) if so, how long it will take to start construction of this bridge?

The Minister of Health (Shri Karmarkar): (a) and (b). Yes.

(c) The work has already been started and is expected to be completed by May next.

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12 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

Reported clash among coalminers in Kothagudium

Shri Assar (Ratnagiri): Sir, under Rule 197, I beg to call the attention of the Minister of Labour and Employment to the following matter of urgent public importance and request that he may make statement thereon:

"The reported clash between the two groups of coalminers in the colliery town of Kothagudium and police firing resulting in the death of seven miners."

The Deputy Minister of Labour (Shri Abid Ali): On Holi Day, the 21st March 1962, a quarrel took place near a toddy shop between two sections of mine workers, who were presumably drunk. The police rushed to the spot and took effective steps.

On the next day, further clashes among the two groups took place in different locality, resulting in the death of four workers.

Altogether 84 persons were injured in these clashes.

A number of police officers, including the Superintendent, received injuries and the police were forced to open fire, for which warning was given. One person died and three were injured as a result of this firing.

A magisterial enquiry has been ordered by the State Government.

28 persons have been arrested for rioting etc.

A peace committee has been formed and the situation is now quiet.

12.02 hrs.

PAPERS LAID ON THE TABLE

Notifications under Essential Commodities Act

The Minister of Food and Agriculture (Shri S. K. Patil): I beg to lay on the Table a copy each of the following Orders under sub-section (6) of section 3 of the Essential Commodities Act, 1955—

(i) The Fertiliser (Control) Amendment Order, 1962, published in Notification No. G.S.R. 276 dated the 3rd March, 1962,

(ii) The Fertiliser (Control) Second Amendment Order, 1962, published in Notification No G.S.R. 324 dated the 17th March, 1962.

[*Placed in Library. See* No. LT-3613/62].

ANNUAL REPORT AND AUDITED ACCOUNTS OF THE GOVERNMENT TELEPHONES BOARD LIMITED

The Minister of Transport and Communications (Dr. P. Subbarayan): I beg to lay on the Table a copy of Annual Report of the Government Telephones Board Limited for the period from the 1st April to 8th September, 1960 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon, under sub-section (1) of section 619A of the Companies Act, 1956. [*Placed in Library. See* No. LT-3614/62].

CERTIFIED ACCOUNTS AND AUDIT REPORT OF THE DELHI DEVELOPMENT AUTHORITY AND REPORT OF THE CONTRIBUTORY HEALTH SERVICE SCHEME ASSESSMENT COMMITTEE

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): On behalf of Shri D. P. Karmarkar I beg to lay on the Table a copy each of the following papers:—

(i) Certified Accounts of the Delhi Development Authority for the year 1958-59 together with the Audit Report thereon, under sub-section (4) of section 25 of the Delhi Development Act, 1957. [*Placed in Library. See* No. LT-3615/62].

(ii) Report of the Contributory Health Service Scheme Assessment Committee. [*Placed in Library. See* No. LT-3616/62].

NOTIFICATIONS UNDER THE MOTOR VEHICLES ACT AND REPORT, CERTIFIED ACCOUNTS AND AUDIT REPORT OF THE SHIPPING DEVELOPMENT FUND COMMITTEE

Shri Raj Bahdur: I beg to lay on the Table:—

(1) a copy each of the following notifications making certain further amendments to the Delhi Motor Vehicles Rules, 1940, under sub-section (3) of section 133 of the Motor Vehicles Act, 1939:—

(a) Notification No. F. 12/54-61-Transport published in Delhi Gazette dated the 21st September, 1961.

(b) Notification No. F. 12/53/60-Transport, published in Delhi Gazette dated the 16th November, 1961.

(c) Notification No. F.12/38/57-61/Transport published in Delhi Gazette dated the 18th January, 1962.

[*Placed in Library. See* No. LT-3617/62].

(ii) a copy of Report and the Certified Accounts of the Shipping Development Fund Committee for the period ended the 31st March, 1960 together with the Audit Report thereon under sub-section (6) of section 16 of the Merchant Shipping Act, 1958. [*Placed in Library. See* No. LT-3622/62].

REPORT OF THE WORKING GROUP ON PANCHAYAT AND COOPERATIVES

The Deputy Minister of Community Development and Co-operation (Shri B. S. Murthy): On behalf of Shri S. K. Dey, I beg to lay on the Table a copy of Report of the Working Group on

Panchayat and Cooperatives. [*Placed in Library. See* No. LT-3818/62].

REPORTS OF THE LAW COMMISSION

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): On behalf of Shri R. M. Hajarnavis, I beg to lay on the Table a copy each of the following Reports of the Law Commission:—

(i) Twenty-first Report on Marine Insurance. [*Placed in Library . See* No. LT-3619/62].

(ii) Twenty-second Report on the Christian Marriage and Matrimonial Causes Bill, 1961. [*Placed in Library. See* No. LT-3619/62].

12.04 hrs.

COMMITTEE ON PETITIONS

FIFTEENTH REPORT

Shri Barman (Cooch-Behar): I beg to present the Fifteenth Report of the Committee on Petitions.

12:04½ hrs.

MESSAGE FROM RAJYA SABHA

Secretary: Sir, I have to report the following message received from the Secretary of Rajya Sabha:—

"In accordance with the provisions of sub-rule (6) of rule 162 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation Bill, 1962, which was passed by the Lok Sabha at its sitting held on the 19th March, 1962, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

12:04½ hrs.

COMMITTEE ON PETITIONS

MINUTES

Shri Barman (Cooch—Behar, Reserved—Sch. Castes): Sir, I beg to lay on the Table a copy of the Minutes of the sittings (Fifty ninth and Sixtieth) of the Committee on Petitions, held during the Sixteenth Session, 1962.

Mr. Speaker: He read the other one item No. 10 first. The hon. Members must stick to the Order Paper. The same mistake was committed by Shri Dasappa yesterday.

12:04¾ hrs.

ESTIMATES COMMITTEE

HUNDRED AND SIXTY-FIFTH AND HUNDRED AND SIXTY-SIXTH REPORTS

Shri Dasappa (Bangalore): I beg to present the following Reports of the Estimates Committee:—

(1) Hundred and sixty-fifth Report on the Ministry of Commerce and Industry-Office of the Textile Commissioner (Part IV)—Art Silk Industry.

(2) Hundred and sixty-sixth Report on the Ministry of Commerce and Industry-Office of the Textile Commissioner (Part IV)—Export Promotion of Cotton Textiles.

12:05 hrs.

ADVOCATES (AMENDMENT) BILL—*contd.*

Mr. Speaker: The House will now take up further consideration of the following motion moved by Shri R. M. Hajarnavis on the 27th March, 1962, namely:—

"That the Bill to amend the Advocates Act, 1961, be taken into consideration."

Shri Muniswamy, I think, was concluding. He has taken eleven minutes already. The total time allotted for this is one hour. We have spent 35 minutes already and 25 minutes are left.

Shri Braj Raj Singh (Firozabad): The time may be extended by an

Mr. Speaker: We have to get through some other work also. I will give half an hour more, if necessary.

Shri N. R. Muniswamy (Vellore): Mr. Speaker, Sir, yesterday I was stating the hardships of the junior advocates of the Supreme Court because of the rules framed in 1959 or 1960. I have elaborately dealt with them on a previous occasion. I may now be permitted to read the relevant parts of the Advocates Act. relevant IV of the Act has not come into existence. An Ordinance had to be issued in the meantime to allow the rules to continue. Clause 29 of that Act says that subject to the provisions of the Act and any rules made thereunder there shall, as from the appointed day, be only one class of persons entitled to practise the profession of law, namely, advocates. At present there are barristers, there are junior advocates, senior advocates and advocates on record and so no. There is no such distinction under this Act according to definition clause and to that extent I welcome it. The word 'practice' has been used here; it has not been defined in the Act. In ordinary parlance and in the General Clauses Act it means 'to plead and act' Nowhere has it been stated that one can plead and another can act. People who can act can also plead. Practice means pleading and acting. They go hand in hand. They are co-extensive. From the rules framed by the Supreme Court, it looks as though one set of people can plead but not act and another set of people can act. Those who have got the right to act have the right to plead also but those who have got the right to plead have no right to act. It comes to that because these rules bifurcate the functions of advocates. It is not in consonance with the spirit and scheme of the entire Act.

Pandit K. C. Sharma: (Hapur): The rules were framed before the Act.

Shri N. R. Muniswamy: They want to continue the same rules. My point is that the scheme and the spirit of the Act never contemplate bifurcation. I want that the rules and regulations framed must be in consonance with the spirit of the Act. The advocate has been defined here. There are advocates in the High Court. They can enrol themselves in the All India roll and they can practise in the Supreme Court. Before the coming of this Act, the rules were that all those who were practising in the other high courts must have at least ten years' standing, if they want to enrol themselves as advocates in the Superme Court. That has been thrown out. But I do not know why the functions of the advocates should be bifurcated in this way.

Then, in section 52 of the Act, they have cautiously introduced a saving clause. Section 52 of the Act reads as follows:

> "Nothing in this Act shall be deemed to affect the power of the Supreme Court to make rules under article 145 of the Constitution—

I shall come to the Constitution later—

> (a) for laying down the conditions subject to which a senior advocate shall be entitled to practise in that Court;
>
> (b) for determining the persons who shall be entitled to act in that Court."

Now, I am concerned only with sub-section (b) of this section. Now, they have used the word "act." But the word "practice" means both pleading and acting. They have omitted the word "plead" and have used only the word "act." This bifurcation is quite derogatory to the basic principle of the Act and to the policy of the legislatures and Parliament and also against the intentions which the Parliament had in mind. The intention of Parliament is that the function should not be bifurcated. It looks as though

[Shri N. R. Muniswamy]

people who plead anybody's cause cannot act and that people who act cannot plead!

Then, I could quite appreciate the principle that there must be some examinations. But then the examinations are such that it is difficult to pass in them. It seems to be very funny. The papers set may be all right for a young student who can sit for an examination and get through. But for aged persons like many of us, it is difficult. There are in fact four papers. The first paper deals with the Supreme Court's practice and procedure including the Civil Procedure Code and the Constitution and the limitation laws, etc. Paper II deals with drafting of pleadings. Paper III deals with elementary book-keeping and accounts. Paper IV deals with professional conduct and ethics. The last one may be easy. In each paper, the candidate must score not less than 50 marks and in the aggregate, 60 marks. The percentage of passes is not even 20 to 30.

The majority of candidates are scored out. It seems strange that an advocate who could be enrolled should be compelled to sit for such an examination, unless it is believed that he cannot "act". When he has got the ability to plead how can you curtail his power of acting? I am anxious to know what is the kind of imagination that the authorities are having so as to bifurcate these functions and not club them together.

Then, one could envisage only one kind of advocates. In the Supreme Court, there are three categories: the senior advocate, the junior advocate and advocates on record. Whatever might be the rules that are framed, they should not be derogatoy or contradictory to the scheme and the vision with which the Constitution has been framed and sought to be perpetuated. But sections 16 and 17 contemplate otherwise.

The Constitution is clear on this subject. Article 145 of the Constitution says as follows:

> "(1) Subject to the provisions of any law made by Parliament, the Supreme Court may from time to time, with the approval of the President, make rules for regulating generally the practice and procedure of the Court including—
>
> (a) rules as to the persons practising before the Court;".

I am only on this sub-article. I am not bothered with the rest, which deals with limitation, pleading, etc. So, subject to the laws made by Parliament, the Supreme Court may frame "rules as to the persons practising before the Court." "Practising before the Court," means that the advocates can plead and act. It contemplates pleading and acting. They cannot bifurcate the two functions and say that people who want to plead cannot act, and people who act cannot plead! So far as you want to act, you must have to undergo a certain examination. I am saying that it is not correct to bifurcate the functions, because the rule does not contemplate it. Whatever may be the approval that they may have from the President, it should not be against the provisions of the law made by Parliament. Parliament has made a law that the persons can practise, and the word "practise" as such contemplates two aspects. These aspects cannot be bifurcated with a view to limit the practice of certain persons and thus opening the floodgates to others. It looks as though, after solemnising the marriage of one with the other, they are not allowed to live together! It looks as though the advocates can only plead and not act.

It is not as if the Supreme Court is making rules only now. It has

been making rules from time to time. From year to year, they may be framing rules to suit certain contingencies. Therefore, in case it is not possible to modify these rules, these may be passed on to the Supreme Court to see that those persons who were enrolled prior to 1961 are not compelled to sit for any examination and that it is insisted upon only on those who come in for the first time to get themselves enrolled as advocates.

As I said, there are now several categories of advocates, senior advocates junior advocates and advocates on record. These distinctions must be given a go-by. The Advocates Act does not contemplate that there should be such varieties of advocates. Barristers, vakils or others are all allowed to practise. There is only one category called "advocates". Why should there be three categories of advocates practising in the Supreme Court These distinctions must also be abolished. Otherwise, there is no meaning in the whole scheme. You are well aware that the Act also provides something for the original side of the Calcutta and Bombay High Courts. The original side practice has been thrown out in the Madras high court. Formerly, they used to have solicitors and attorneys. That has now been given up. Still, in the Bombay and Calcutta High Courts, that system is being maintained. I wish all that all these distinctions are given up.

Whether my amendment is in order or not,—I am only too willing to have it redrafted through the experts in the drafting department—I have expressed what I wanted to say, and I have brought in the amendment only to see that the persons for whom I have been arguing here are not affected by any legislation that this House may make.

With these words, I resume my seat.

Shri Sinhasan Singh (Gorakhpur): Mr. Speaker, Sir, I rise to voice my feelings which are the same as those expressed by my hon. friend Shri N. R. Muniswamy. The very essence of this measure, as already argued, is to provode one class of advocates, and the amendment is only to continue the practice that was in vogue before the Advocates Act ccmes into force in its entirety or *in toto*. Because of the fact that the Act could not be made applicable infull earlier, this amendment has been brought here.

My hon. friend Shri N. R. Muniswamy only wants that sub-clause (3) of clause 4 should apply to all those advocates who were enrolled prior to 1st December, 1961 and they should continue to work as of right as advocates. To that end, he has put in an amendment to the effect that exemption should be given to those who have not appeared in the examinations, as laid down by the Supreme court. He wants the same privileges to those advocates who had not appeared in the examination. The very essence of the amendment, as I said, is to continue the very old practice which was in vogue before the Advocates Act was passed. In the Advocates Act, there is only one class of advocates and not three classes. My hon. friend wants to have only one class. I think the Government will have no hesitation to accept the amendment. This amending Act is going to lapse within four or five months, the moment chapter IV comes into force. The moment chapter IV comes into force with a few exceptions that cover the particular clauses, sub-clause (3) will not be applicable, because, the moment chapter IV comes into force, all the advocates in all the States will be alike throughout India. Since certain States have failed to have their own Bar Councils, you are continuing the right to those High Courts to enrol advocates as they were doing before. In the high courts you were giving rights even to those advocates who had enrolled prior to 1st December, 1961, to practise in the Supreme Court. My hon. friend wants these rights to be extended to those advocates on record. Even those advocates who were enrolled in the high

[Shri Sinhasan Singh]

courts prior to 1st December, 1961, will have the right to practise in the Supreme Court. Why not those advocates who were enrolled at Junior advocates be allowed practise as of right? What my hon. friend wants is, the privileges that were being extended to those advocates who were enrolled in the high courts before 1st December, 1961 and who were not even junior advocates or advocates on record, in Supreme Court should also be extended to the advocates on record and junior advocates in the Supreme Court. They should be given the same right I think the Government should have no objection to accept this amendment.

There may be some verbal changes necessary here and there. But, if the amendment is accepted, it wil give the benefit to a lot of people who will be saved from the pangs of the examination. Even my hon. friend Shri C. R. Pattabhi Raman, who may have opportunities to plead the cause of Government, may fail in the examination if he sits at the examination. Many of us, lawyers, if allowed to sit in an examination, will fail. What he wants is that all people who have been practising and acting should be allowed to practice and act, without having to appear for any further examination. I support his amendment. When clause 4 comes into force with this amendment, all advocates wil be able to be enrolled alike and practise alike. I hope the Government and Shri Pattabhi Raman will accept this amendment.

Shri Prabhat Kar (Hooghly): Sir, I have only one small point. Section 24 of the Advocates Act lays down that a person who has obtained a degree in law before 1st December, 1961 can be enrolled as an advocate. This gives an idea as to how the law can be interpreted by the lawyers. The Maharashtra Bar Council, in its notification, stated that a person who has not got the certificate, although he has passed the examination, will not be entitled to be enrolled. I was surprised to find that the Bar Council wrote the following letter to the Secretary of the Committee of Law Graduates:

> "Your petition dated 22nd February was considered by the Bar Council of Maharashtra. The Bar Council is of the opinion that the words "person who has obtained a degree in law before the appointed day" can only mean a person on whom the degree was actually conferred before the appointed day and not a person who has passed the qualifying degree examination before the appointed day."

12.23 hrs.

[SHRI HEDA *in the Chair*]

The Bar Council is supposed to be composed of eminent lawyers, who are supposed to interpret law in the name of equity and justice. If this is the way the Bar Councils are going to interpret laws, what will be the position of the common man who does not understand law? A number of law graduates made the application and this is the reply of the Maharashtra Bar Council. I am glad that the Government is making an amendment in this regard. I request the hon. Deputy Law Minister to bear in mind that this is how things are being interpreted by intelligent persons. It should be interpreted in a manner which will appear cogent to a lay man and not simply to lawyears.

I have nothing to add. I had a talk with the Deputy Law Minister and he said that neither the Parliament nor the Government had dreatmt at that time that this sort of interpretion was possible by any Bar Council. I am glad he Government is making an amendment in this regard, so that all law graduates may be allowed to enrol themselves as advocates.

Shri Sadhan Gupta (Calcutta—East): Sir, I am happy that even if it be by a sideway, the process of uni-

fication of the Bar is about to commence through the passing of this Act. I must, however, draw the attention of this House and the Government to the unfortunate fact that this legislaion has been necessitated because the Bar Council could not be set up by the time they were expected to be set up. This is very unfortunate and this reflects on the officiency of persons concerned with it., I do not see why Bar Councils could not be set up in all the States and the All-India Bar Council could not be constituted in all this time that has lapsed after the passing of the parent Act.

While supporting this legislation, I have to meet the points made by Shri N. R. Muniswamy. First of all, he has made a grievance that in the supreme Court there is a distinction between advocates on record and other junior advocates, i.e. advocates on record who are entitled to act and plead and other advocates who are entitled to plead, but not act. He has made a grievance of this distinction. I think, however, that this distinction is essential for a court like the Supreme Court. In the Supreme Court, advocates come from various places to practice and naturally so. It is necssary that the advocates who will act in the Supreme Court must be readily available at the place where the Supreme Court is situated. The principal stipulation for an advocate on record is that he should maintain an office here within a certain distance—10 miles—from the Supreme Court. This is necessitated by the fact that if you start practising and acting from a thousand miles away from the Supreme Court, you will not be available for service of notice and for doing things you are expected to do, because one cannot be expected to run to Delhi every day for the purpose of acting. Therefore, this kind of restriction is absolutely essential.

Regarding the examinations, I have no view, because I am not very well acquainted with the examination, but some kind of qualifying test is necessary. The Supreme Court has a particular procedure. That is not contained in the syllabus in the university examinations. Therefore, when we come after obtaining the degree in law, we do not come with the knowledge of the practice and procedure of the Supreme Court, i.e. the acting part of it. If we do not come with that knowledge, it is certainly a very great handicap for the advocate himself as well as for the Supreme Court, if the advocate concerned does not have sufficient knowledge of the procedure in the Supreme Court, as far as acting is concerned, i.e. to file applications, what stamps to put in and so on. As a result of this, the advocates as well as the clients suffer. So, some kind of qualifying test has to be evolved. It may be provided that there should be some kind of apprenticeship before an advocate is enrolled on record of the Supreme Court. If that is provided, that would be equally good. I do not know what the standard of examination is, but it should not be a too much menticulous eamination; a general knowldge of the principles and main things of procedure should be enough. Some kind of qualifying test should be necessary, though I am not in a position to prononuce whether the examination actually prescribed is or is not a proper examination.

Then Shri Muniswamy referred to the distinction between senior and junior advocates. There is nothing in this distinction or, for the matter of that, in the distinction between advocates on record and other advocates which is repugnant to the scheme of the parent Act, that is, the Advocates Act. The Advocates Act pre-supposes one class of practitioners, not advocates, pleaders, Muktiyars and so on. There is nothing derogatory to one class of practitioners in the present amending Bill, because advocates are advocates. And some of them are classified as senior advocates and some as junior advocates, not becaues there is any fundamental distinction in their right to practise; both senior and junior advocates can plead; the only thing that is taken into consideration in marking out a person as senior advocates is his eminence, and in marking him out as eminent, he is rather at a handicap

[Shri Sadhan Gupta]

than in a position of advantage. This is very necessary in the interests of junior advocates. Now a senior advocate of the Supreme Court is not allowed to draft pleadings or to draft anything; that is the function of the junior advocate; he can only settle. This is a great benefit to the junior advocates because otherwise people would go to the senior advocates for having different things drafted and junior advocates would suffer.

Secondly, a senior advocate cannot appear without a junior advocate. That is also very advantageous to the junior advocate. Conceivably, if this was not stipulated, a client would not appoint a junior advocate. Therefore, this distinction is quite natural and beneficial to the junior advocate and should not be cavilled at; no one should grudge it.

Therefore, before resuming my seat, I once more commend this Bill for the acceptance of the House. But, at the same time, I want to draw the Government's attention to the fact that this Bill has been necessitated by the most uncalled for delay in the setting up of Bar Councils. So, I would urge upon the Government to be more vigilant and more up and doing in the future so that this kind of thing can be avoided.

श्री बजराज सिंह : सभापति महोदय, वकीलों के सम्बन्ध में कोई कानून इतनी जल्दी इस सदन के सामने संशोधन के लिए आ जाएगा इसकी आशा नहीं की जा सकती थी । लेकिन कानून बनाने वाले इतनी लापरवाही के साथ कानूनों के मसविदे बनाते हैं कि वह खोज ही नहीं सकते कि इसमें क्या खामियां रह जाती हैं .....

The Deputy Minister of Law (Shri Hajarnavis): May I rise on a point of order? When the Bill has been passed by the whole House, is it proper for the hon. Member to say that it was done in a careless manner, especially when he is himself a Member of that House, and such a distinguished Member at that?

श्री बजराज सिंह : तो इतनी जल्दी हमारे सामने यह संशोधन के लिए आया यह बड़े अफसोस की बात है और सिर्फ इसी वजह से इतना अफसोस न रहा होता कि यह हमारे सामने संशोधन के लिए आया, बल्कि इस बीच में सैकड़ों लोग जो अपने को एडवोकेट दर्ज कराना चाहते थे एडवोकेट दर्ज कराने से रह गये और ऐसा सरकार की गलती की वजह से हुआ ।

अभी मेरे मित्र श्री प्रभातकार ने महाराष्ट्र के कुछ लोगों की शिकायत की और सदन का ध्यान आकर्षित किया । वह शिकायत यह थी कि महाराष्ट्र की बार काउंसिल ने एक व्यवस्था की जिसके मुताबिक कानून की परीक्षा की डिग्री बिना प्राप्त किये हुए कोई अपने को एडवोकेट दर्ज नहीं करा सकता था । खैर खुशी है कि अब यह जो संशोधन पेश किया जा रहा है उसमें यह व्यवस्था की जा रही है कि कानून की डिग्री प्राप्त करने का क्या मतलब है । लेकिन मैं यह अर्ज करना चाहता हूं कि मसविदा बनाने से सरकार के लोग यह सोच सकते थे कि इसकी और कोई व्याख्या तो नहीं हो सकती है जिससे लोगों को परेशानी हो, जैसा किहुआ है । खैर—देर आयद दुरुस्त आयद—की कहावत के मुताबिक अब जो कुछ किया जा रहा है वह स्वागत करने योग्य है ।

लेकिन मैं अपने अन्य मित्रों के साथ हूं जिनका कहना है कि इस कानून के बनने के बाद भी, एडवोकेट्स एक्ट बनने के बाद भी, यह अफसोस की बात है कि वकीलों या एडवोकेट्स के कई वर्ग रह जाते हैं । अभी मेरे मित्र श्री साधन चन्द्र गुप्त कह रहे थे कि यह तो जूनियर एडवोकेट्स के फायदे के लिए ही है । मुझे अफसोस है कि अभी भी कुछ जूनियर एडवोकेट्स की बात कही जाती है हालांकि कानून में कोई ऐसी व्यवस्था नहीं

है कि कोई जूनियर एडवोकेट होंगें । कानून की व्यवस्था के मुताबिक एक सीनियर एडवोकेट होंगे और उसके अतिरिक्त कुछ दूसरे एडवोकेट होंगे यानी अदर एडवोकेट्स होंगे, जूनियर एडवोकेट कोई नहीं होगा । लेकिन हमारी जो पुरानी परम्परा पड़ी हुई है विभिन्न वर्गों में छोटे बड़े की, उसके मुताबिक ही लोगों को अभी यह पचता नहीं कि सब एक ही तरह के एडवोकेट हो सकें । मैं सरकार से कहना चाहूंगा कि अब समय आ गया है कि हमको जूनियर और सीनियर का भेद भुला देना चाहिये ।

यह कहना कि हम यह संशोधन किसी खास वर्ग के फायदे के लिए कर रहे हैं उचित नहीं है । जैसे हम राजनीति में और जीवन के दूसरे क्षेत्रों में योग्यता को स्थान देते हैं और जो योग्य होते हैं वे अपने आप ही चोटी पर आ जाते हैं, इसी तरह वकीलों के पेशे में भी यह ध्यान रखना चाहिए । जो काबिल होंगे उनको मुकदमें लड़ने वाली जनता सीनियर मानेगी और जो काबिल नहीं होंगे उनको जूनियर मानेगी । इसलिए किसी को सीनियर या जूनियर निश्चित करना ठीक नहीं होगा । अदालत को यह निश्चित करने की आवश्यकता नहीं होनी चाहिए । इसलिए मैं चाहूंगा कि यह जो संशोधन हो रहा है उसमें सरकार का ध्यान उस व्यवस्था की तरफ जाए जिसमें सीनियर और जूनियर एडवोकेट की बात कही गई है । सब एक ही तरह के एडवोकेट हों और यह मुकदमा लड़ने वाली जनता पर छोड़ दिया जाए कि वह किसको सीनियर समझती है और किस को जूनियर । कानून की निगाह में कोई सीनियर या जूनियर न रहे । मैं एक उदाहरण देना चाहता हूं । महात्मा गांधी हिन्दुस्तान के ही नहीं बल्कि सारी दुनिया के बड़े आदमी माने जाते थे । लेकिन ऐसा करने के लिए किसी कानून की व्यवस्था नहीं थी । जनता ने अपनी ओर से उनको मान लिया था । इसी तरह से मैं चाहता हूं कि कानून में सीनियर और जूनियर एडवोकेट की कोई व्यवस्था नहीं होनी चाहिए ।

इसी सम्बन्ध में मैं अपने संविधान की आर्टिकल १४५ के बारे में कुछ कहना चाहता हूं । इस आर्टिकल में लिखा है :

"Subject to the provisions of any law made by the Parliament, the Supreme Court may from time to time, with the approval of the President, make rules for regulating generally the practice and procedure of the Court...."

तो इसमें ये सब बातें कही गई हैं । इस कानून को बनाते समय सरकार की तरफ से कहा गया था कि सर्वोच न्यायालय को इस तरह का अधिकार प्राप्त है, इसलिए गवर्नमेंट इसमें कुछ नहीं कर सकती । मैं कहना चाहूंगा कि इस अधिकार के रहते हुए भी क्योंकि यह अधिकार प्रेसीडेंट की मंजूरी के साथ बंधा हुआ है इसलिए सरकार जब चाहे तो इसमें परिवर्तन कर सकती है, और अब समय आ गया है जब सरकार को बदल देना चाहिए सुप्रीम कोर्ट के नियम में भी, और कोई नियम ऐसा नहीं होना चाहिए जो हमारे इस कानून की व्यवस्थाओं के खिलाफ जाता हो । अगर सुप्रीम कोर्ट का कोई नियम ऐसा है—जो कि मैं समझता हूं कि आज —जो इस कानून की व्यवस्थाओं के खिलाफ जाता है, तो उसे बदला जाना चाहिए । सरकार को उसे स्वीकृत नहीं करना चाहिए । सरकार को सुप्रीम कोर्ट को सुझाव देना चाहिए कि इसमें संशोधन किया जाए और ऐसे ही नियम स्वीकृत किये जाने चाहिए जो कि इस कानून की व्यवस्थाओं के अन्तर्गत हों ।

[श्री ब्रजराज सिंह]

तीसरी बात जो मैं कहना चाहता हूं वह यह है कि न सिर्फ इसके मस्विदे में सरकार की तरफ से गलती रक्खी गई है बल्कि कानून बनने के इतने दिन बाद भी मैं जानना चाहूंगा कि क्या किसी स्टेट बार कौंसिल ने कोई नियम बनाए हैं आल इंडिया बार कौंसिल तो अभी तक बन नहीं पाई है और मंत्री महोदय उस के लिए कहेंगे कि चूंकि वह बन नहीं सकी इसलिए उसकी तरफ से कोई नियम बनाने का सवाल नहीं था। लेकिन मैं जानना चाहूंगा कि स्टेट बार कौंसिलों ने यह काम क्यों नहीं किया। दी एडवोकेट्स एक्ट, १९६१ के क्लाज २८(१) में यह दर्ज है :—

"A State Bar Council may make rules to carry out the purposes of this Chapter."

इस धारा २८ के मातहत क्या कोई नियम बनाए गये हैं क्या इन बार कौंसिलों की तरफ से कोई फौर्म्स बनाये गये हैं जिनके कि मुताबिक नये ऐडवोकेट्स एडमिट और इनरोल किये जायेंगे मेरी अपनी सूचना तो यह है कि इस तरह की कोई बात अभी तक उनके द्वारा नहीं की गई है। ऐसी हालत में कैसे नाम दर्ज होंगे और नये एडवोकेट्स बनेंगे यह एक ऐसा प्रश्न है जो कि परेशानी पैदा करने वाला है और सरकार का ध्यान इधर तुरन्त जाना चाहिए। मैं आशा करूंगा कि जब हम इस कानून को अमेंड करने जा रहे हैं तो वह पुरानी दिक्कतें और गलतियां जो कि पिछले कानून में रह गई थीं और जिनके कि रहते लोगों को परेशानी हुई, उनको आवश्यक सुधार करके दूर कर दिया जायगा।

सरकार इस बात का भी ध्यान रखेगी कि जिन नियमों की व्यवस्था उसने इस कानून में की है चाहे वह राज्य बार कौंसिलों की तरफ से हों अथवा अखिल भारतीय बार कौंसिल की तरफ से हों, उन नियमों को तुरन्त बनवा लिया जाए और उनके मातहत जो लोग एनरोल होना चाहेंगे उनको एनरोल करने की सुविधा दी जायगी। मेरी सूचना है कि अभी भी एनरोलमेंट के मामले में और एडवोकेट्स बनने में परेशानियां होती हैं। मेरा तो कहना है कि अगर वह पहले से वकालत करते आ रहे हैं तब तो कोई परेशानी का सवाल आना ही नहीं चाहिए। नये लोग भी यदि एनरोल करना चाहें तो उनके वास्ते भी यह दिक्कत तलब न होना चाहिए और उनके वास्ते भी इन्तजाम होना चाहिए। इसके बारे में कोई जांच पड़ताल हो रही है और कोई रिपोर्ट आ रही है और अगर रिपोर्ट आने के बाद यह होगा तो इस काम में महीने दो महीने या तीन महीने तक लग सकते हैं। मैं आशा करूंगा कि विधि मंत्री महोदय इन तमाम बातों पर सफाई देंगे और ऐसी यवस्था करेंगे ताकि नये दर्ज होने वाले ऐडवोकेटों के लिए कोई परेशानी नहीं रह जायगी।

Shri Ramesh Prasad Singh (Aurangabad): Mr. Chairman, Sir, while welcomeing this amending Bill I would like to mention that the whole difficulty has arisen because of bringing into force certain chapters of the parent Act piecemeal. If the Ministry concerned had given a little more thought to the subject while drafting the original Bill much of the present difficulties would have been avoided. The parent Act, that is, the Advocates Act, was passed not long ago and it has become very necessary to bring forward this amending Bill long before the Act itself could be brought into force. While drafting a legislation an attempt should be made to put it in a manner so as to cover all possible contingencies. But this aspect of the rule of drafting was not taken into consideration. Even then I congratulate the Ministry concerned for bringing forward this amending Bill which is a measure in the right direction.

After the repeal of sectons 6 and 7 of the Legal Practitioners Act, there

was a complete absence of any machinery which could give certificates to practising pleaders and *mukhtiars*. It appears that there was a complete vacuum. So the difficulty had arisen and that was a real difficulty. It is to remove that difficulty that this amendment is being sought to the parent Act.

Criticism has been made with regard to the distinction between senior and junior advocates. I beg to say that that criticism is unfounded. That distinction will remain. There will remain senior advocates as well as junior advocates and both will play their valuable role in the legal profession. As we find today, there are senior advocates and junior advocates. The senior advocates are aways assisted by the junior advocates in matters of drafting, in searching for refernces, case laws and in hunting out a lot of rulings on any subject that has to be agrued before the court. Therefore the point that has been made out by some of my hon. friends, more particularly by Shri Braj Raj Singh, that that distinction should be abolished, I think, is a point which does not deserve much consideration. It appears to be criticism only for criticism's sake.

I commend this Bill to the House and I request that this may be passed into law.

Pandit K. C. Sharma: Mr. Chairman, Sir, I appreciate the efforts of the Law Ministry to have brought the Advocates Act and to take speedy action to amend it wherever some lacuna was found. The problem with regard to this Act is closely associated with the problem of doing justice to the people. It is a fact that law courts, as constituted, as also the bar councils and the profession of advocates are not very helpful to do real justice to the people. It is not only a question of the form or system so much as the question of the man at the desk, be he a judge or be he an advocate. The unfortunate thing is that we have adopted a system of dispensing justice to the people as well as the system of law which is 2,000 years or more old. It was taken up by the English people under very suitable circumstances and was imposed upon us. We are carrying on our burden under a very old system which is not quite suited to the conditions of society in India.

This advocates' profession, as Shri Gupta said, is doing its best and all glory to this learned profession. But I do differ and do very strongly differ from the rule adopted by the Supreme Court for holding an examination. It is a point of principle that examinations should be confined to the universities and not to the professional bodies. It may be possible to advise the universities to have certain courses in procedure, information about rules and other things. But it is bad on principle to hold examinations either by the High Courts or by the Supreme Court. Taking a practical view of things, it is superfluous. Take, for instance, the Delhi University. A student has to undergo two years study course and then one year for proficiency. Proficiency is nothing else but procedure, rules and all these things, A boy or a girl, having spent one year only to learn how to plead in the courts, how to darft things, etc., a further examination is unnecessary. It does no good to anybody. It is bad in principle. Because professional bodies and executives are not meant for examination. It is for the University. Whatever is lacking in a student—a student may be lacking in so many things—the Supreme Court may advise the University and add to the curriculum. There the business ends.

So far as junior advocates and senior advocates are concerned, there are no junior advocates. There are advocates and there are senior advocates. This distinction is not very conspicuous. As a practising lawyer, I think it is not always a correct thing to hold that any advocate, however prominent he may be, would be prominent in every class of cases. It is wrong to say so. An advocate who might not have had a long standing in the bar, who might not have shone in many other cases

[Pandit K. C. Sharma]

is likely to shine in a particular class of cases or even in a particular case. My experience at the bar is, in some cases, a lawyer, not normally very prominent in the bar, does his best and gets the best and at times, gets so much that no other lawyer is expected to have done so well as this particular lawyer. It is a particular way of doing things. Life is so complex. This profession at the bar is still more complex. So, a lawyer, by nature is a complex entity. He is not a simple person. This distinction is not useful. In these days of looking at things from an egalitarian view-point, it is not very logical. With regard to the other amendment that the hon. Minister has brought, I add my voice of approbation and I am very grateful to him for bringing this Bill.

Shri Hajarnavis: Mr. Chairman, I thank hon. Members for generally extending support to the Amending Bill. But, there have been one or two voices in criticism, particularly about drafting. It is meet, as my term is coming to an end, that I, who have been associated with the Ministry should say a word or two about it. I state and I state with the greatest amount of conviction that drafting in the Government of India is of a higher quality than you find anywhere in the Anglo-saxon world. Those who dispute it, I would request them, to go through the statutes of other countries which write their laws in English. Let them read the American statutes, Australian statutes and the statutes in the United Kingdom. Firstly, let us also remember that our draftsmen are writing in a language which is not their mother tongue. Secondly, in drafting the statutes, they are trying to conform to a Constitution which contains a large number of limitations, territorial, subject-wise as well as restrictions placed by fundamental rights. To try to steer clear of all these obstacles and yet express clearly the intention of the legislature in which various points of view must be reconciled, I think is almost a super-human task. I would say that our draftsmen have been more than equal to it. Let us read any statute. It is couched in language having the greatest amount of lucidity. In most cases, where the subject would permit it, it also achieves a certain amount or elegance of style. I can always understand dissatisfaction whether of Judges or lawyers who are called upon to decide or advise in a given case. But after all, what is the function of a law. The function of law is not to give solution to a particular problem. It has to state the rule. If, for instance, the legislature occupied itself with providing solutions for all types of cases that would arise, I think, they would set themselves almost an impossible task. The permutations and combinations of various factors are so innumerable and therefore to say that in a given provision, we were giving an exact solution for every combination of circumstances would be absolutely impossible. A lawyer advising a litigant or a Judge who is deciding a case must then find out which would be the rule which would appply to a particular case. He would certainly be angry with us because the law does not give him an exact answer. You cannot, as in a certain quiz toy just press a button and get an exact answer. We cannot get an exact answer in law. If that were so, you would not find, whether in the House of Lords in England, in the Supreme Court in the United States or the High Court in Australia or our own Supereme Court, for the same language, different Judges giving different interpretations. Merely because different persons undertsand it in a different manner, you cannot find fault with the drafting. Always the question would be, in a given case, which of the competing rules would apply: does it fall within the principles of one rule or within the principles of another rule? That is where mostly

difference of opinion arises. It is bound to arise. For, after all, a legislation is always interpreted in courts where the various theories or principles which would be applicable to a given set of facts are canvassed and their reasoning are tested. I submit that in a case like that, the draftsman is surely not at fault at all. As I said earlier, I as the Law Minister in charge am entirely responsible. But, after the legislation has received the approval of this House, then, I submit, a certain part of the responsibility rests upon the legislature. We always say in the court that the legislature in its wisdom has provided the law.

13 hrs.

Take, for instance, this case. I, with my experience of the procedure which obtains in the High Court in which I was practising, had no difficulty in understanding the words 'Obtained a degree' means passed the qualifying examination. In Nagpur, for instance, as soon as a person is said to have passed the LL.B. Examination, he need not have to wait for the convocation to confer a degree before he could enrol himself. That was not thought to be necessary. Under the present Act, I have been informed that the Bar Council in Mysore and the Bar Council in Gujerat have not interpreted this, if I may say so, in the narrow sense as the Bar Council in Maharashtra has done it. We should have been extremely loth to interfere with the working of this Act both in its interpretation and implementation by the Bar Councils. It was our desire that this should be a completely self-governing profession; it will make its own law; it will administer its own law and Government's interference would almost be nil. We have interfered only because the All-India Bar Council which ought to have been set up by this time has not been set up, not due to any deficiency of drafting ability in a draftsman, but because in one State the Bar Council was not constituted, for which neither the Government of India nor its draftsman are in any way responsible. I had almost expected my hon friend Shri Sadhan Gupta who belongs to that to tell us what difficulties prevented them to set up the Bar Council as has been done in other States. In the meantime persons desirous of entering the profession in other States are likely to suffer. It is only in their interests that we have come with this legislation. If the All India Bar Council had been set up this is a matter which would have been decided by them. Our intervention in this case is purely temporary in the interests of the class of persons who were likely to suffer, for no fault of theirs. I submit that the criticism of the draftsman in this case, so far as this provision is concerned, is entirely unjustified.

Then Mr. Muniswamy has raised certain points. He thinks that persons who were advocates before the rule made by the Supreme Court came into force requiring the advocates on record to pass certain examinations should be exempted. I might remind the House of the practice which prevails in the Supreme Court. To start with, when the Supreme Court began to function, there were advocates and agents. I do not know whether agents had to pass any qualifying examinations. They were replaced by advocates on record and then in 1959 after the system was in vogue for some time the Supreme Court has framed rules directing that whoever henceforward intends to join the profession must fulfil certain conditions. Mr. Muniswamy and Mr. Sinhasan Singh will agree that the condition that an advocate on record must have an office

[Shri Hajarnavis]

in Delhi is absolutely essential. It is a *sine qua non* of his functioning as an advocate on record, for processes and notices have to be served for applications or matters which come for immediate hearing. Therefore they must have an office in Delhi. That is essential.

As regards the second point, I am sorry to say that though I have considerable sympathy with him, I have not been able to understand his reasoning. He says that those who have passed in law must be presumed to be acquainted with the procedure and other matters which are tested in the examinations. Surely, if he knows them, he should not mind his being tested because he will be tested daily. After all, an advocate who intends to practise as an advocate on record must be acquainted thoroughly with the procedure in the Supreme Court: he would have every provision at his fingers' tips. The Supreme Court is the highest court in the land; it is the last court of appeal; that is where the litigant comes in the last resort. Therefore, both in the interest of the State and also in the interest of the Supreme Court the litigant should have the most efficient service in the profession. I have argued several cases in the Supreme Court. But if I were asked as to what the procedure in the Supreme Court is, I would not be able to answer. I would consult a friend of mine who is an advocate on record, what exactly is the limitation for various applications. I would not really know. Therefore, a paper which tests the knowledge of practice and procedure and limitation, I think, is absolutely necesary. If I were to practise in the Supereme Court as an advocate on record I would make myself thoroughly acquainted with the provisions relating to practice and procedure, limitation, etc. and if anyone asks me to appear for an examination I would certainly be prepared for it. I do not agree with Shri Muniswamy's view that if a person has passed a University examination, he should not be asked to pass it over again.

Then we come to accounts. An advocate on record handles large sums of money of his client. An elementary knowledge of accounts is certainly essential for him. If for instance, he fails to render account in a proper manner and says that he has no knowledge of accountancy, he would be able to escape his responsibility. Therefore the Supreme Court says that he must know these. As regards professional ethics, Mr. Muniswamy himself admitted that they are essential; so there is no question about it. These provisions are healthy, salutary and essential and the Supreme Court was right in laying them down.

Under article 145 any rules made by the Supreme Court are of course under the control of this sovereign Parliament. But I am quite sure that this Parliament would respect any decision made by the Supreme Court in this behalf for it is they who are primarily concerned with the advacotes who practise before them and the qualifications they ought to have and once the Supreme Court has made such a rule and applied it for six years or so, I think this House ought to be guided by their advice. In any case, if any Member has any representation to make it should, in the first instance, go to the Supreme Court and I am quite sure that judges who are trained in judicial habits would certainly give due consideration to any representation that is made and any legitimate grievance would certainly be redressed.

Then, Sir, a question was asked about the Central Legal Service. I am sorry I was not able yesterday to tell the exact provision under which it

was constituted and its terms. It has been constituted on the 25th September 1957 and it was done in exercise of the powers vested on the President by article 309 of the Constitution of India. The qualifications are laid down in 2(c) which reads: "Qualified legal practitioner" means in relation to recruitment to grade III of the service, an advocate of the High Court who has practised as such for at least ten years, or as an attorney of the High Court of Bombay or Calcutta, at least for eight years; and in relation to grade IV of the service, advocates of the High Court who have practised before the High Court for seven years and attorney for five years.

Therefore, a man who enters a Central Legal Service has already considerable legal training. He has passed his degree examination and has spent five or seven years in the judicial service or in the profession. Such a man is exempted from the qualifying examination.

Under the present law, all the practising advocates are exempted from passing the qualifying examination. It is only those who will enter the profession henceforward who would have to pass the qualifying examination which the profession thinks is absolutely necessary.

As I said, all the practising lawyers today are exempt from that examination. There are persons who have entered either the judicial service or who have enrolled themselves in the legal profession. They might, after their retirement or their resignation or discontinuance for any other reason like to enter the profession. For them a similar exemption is being extended. It is being extended to a class of persons who would certainly be granted an exemption. Therefore, there is no question of discrimination as Shri V. P. Nayar apprehended yesterday. I pay my tribute to him though he is not here. I have always listened to him with interest and profit and I can assure the House that many of us would certainly miss his fine presence, his melodious voice and words of ripe wisdom. I hope his apprehension about his own health is not true and that he will continue to serve the society and the profession for a long time to come.

As regards the view taken by the State of Maharashtra, as I said, an appeal could have been filed by the All India Bar Council. But since it might take considerable time to sit up we have thought it fit to interfere by way of an amendment. I find from my papers that an amendment in this respect has been tabled by Shri Oza. I had myself given notice of that amendment, but I find that Shri Oza's amendment is very much better than mine. I would certainly have accepted it in the form in which he has given it, but after he gave that amendment I myself have given some thought to it and I would like to make certain minor suggestions or modifications to his amendment, and if he is pleased to accept the same I will certainly accept his amendment. That would obviate all the difficulties which have arisen.

I, therefore, commend the motion for the acceptance of the House.

Mr. Chairman: The question is:

"That the Bill to amend the Advocates Act, 1961 be taken into consideration."

The motion was adopted.

Mr. Chairman: We will now take the Bill clause by clause.

Clause 2— (*Amendment of section* 24)

Mr. Chairman: There is an amendment standing in the name of the hon. Minister, but he has just now stated that he has no desire to move it.

Shri Naushir Bharucha (East Khandesh): It is a formal amendment.

Mr. Chairman: Is he moving it.

Shri Hajarnavis: That will come later, Sir.

Mr. Chairman: Is the hon. Minister talking about some formal amendment? There is no need for it, I think. Already in the Bill "1962" is there, and no amendment is needed.

Shri Oza (Zalawad): I beg to move:

Page 1,—

for clause 2, *substitute*—

'*Amendment of section* 24.—in section 24 of the Advocates Act, 1961 (hereinafter referred to as the principal Act), in sub-section (1),—

(i) in paragraph (ii) of the proviso to clause (d), for the words "is a member", the words "is or has been a member" shall be substituted;

(ii) the following Explanation shall be inserted at the end namely:—

"*Explanation.*—Where a person passes an examination for a degree in law held by a University in India, he shall be deemed to have obtained a degree in law within the meaning of this sub-section on the date on which the results of that examination are published by the University on its notice board or otherwise." (3)

The hon. Minister has agreed to accept my amendment. It is also self-explanatory and I do not think an elaborate speech is necessary in support of the amendment. As he has rightly pointed out in his speech, when a person passes an examination he should be deemed to have got his degree and he need not wait till the convocation is held and he actually gets the degree. In section 24 of the parent Act we find that people are entitled to be enrolled as advocates if they obtain a degree before the appointed day. It may be that the convocation takes place after the appointed day, that is in relation to that, and in that case there may be some hardships to those persons. Therefore, the passing of the examination is the crucial date. Since the hon. Minister has accepted the amendment, I do not think I need say anything more on this.

Shri Hajarnavis: As I said, I am prepared to accept the amendment moved by my hon. friend with the following modification.

I beg to move:

'That in the amendment moved by Shri Ganshyamlal Oza, printed as No. 3 in List No. 3 of Amendments,—

for the Explanation, the following shall be *substituted*—

"*Explanation.*—For the purposes of this sub-section, a person shall be deemed to have obtained a degree in law from a University in India on the date on which the results of the examination for that degree are published by the University on its notice board or otherwise declaring him to have passed that eamination'." (4)

I will accept it in this form.

Shri Oza: That is only a question of form and I will agree to that form.

Shri Prabhat Kar: I do not know whether the hon. Minister has seen that in the degrees issued by the Maharashtra University there is no date for passing of the examination. It only says: University's examination held on such and such date—passed. Here the wording is: "We, the Chancellor etc.....and so-and-so has been examined for the degree of Bachelor and he has been placed in such-and-such degree and such-and-such class has been conferred on him on this day of such-and-such month

of the year". There is no date of passing of the examination in the Maharashtra degree.

Shri Oza: That is why the amendment is necessary. It may be that six or eight months after the passing of the examination the convocation may be held.

Mr. Chairman: I will now put the amendment moved by the hon. Minister to the amendment of Shri Oza.

Dr. M. S. Aney (Nagpur): It is a substitute amendment.

Mr. Chairman: No. So far as the Explanation is concerned, the hon. Minister has modified certain words. So it is not a substitute amendment.

The question is:

'That in the amendment moved by Shri Ganshyamlal Oza, printed as No. 3 in List No. 3 of Amendments,—

for the Explanation, the following shall be *substituted*—

"*Explanation.*—For the purposes of this sub-section, a person shall be deemed to have obtained a degree in law from a University in India on the date on which the results of the examination for that degree are published by the University on its notice board or otherwise declaring him to have passed that examination'." (4)

The motion was adopted.

Mr. Chairman: I will now put Shri Oza's amendment, as amended.

The question is:

Page 1,—

for clause 2, *substitute*—

'Amendment of section 24.—In section 24 of the Advocates Act, 1961 (hereinafter referred to as the principal Act), in sub-section (1),—

(i) in paragraph (ii) of the proviso to clause (d), for the words "is a member", the words "is or has been a member" shall be substituted;

(ii) the following Explanation shall be inserted at the end, namely:—

"*Explanation.*—For the purposes of this sub-section, a person shall be deemed to have obtained a degree in law from a University in India on the date on which the results of the eamination for that degree are published by the University on its notice board or otherwise declaring him to have passed that examination."

The motion was adopted.

Mr. Chairman: The question is:

"That clause 2, as amended, stand part of the Bill."

The motion was adopted.

Clause 2, as amended, was added to the Bill

Clause 3 was added to the Bill

Clause 4— (*Insertion of new sections 58 and 59*)

Shri N. R. Muniswamy: I beg to move:

Page 2,—

after line 12, *add*—

"Provided that the rules so made shall not apply to the advocates enrolled prior to the 1st day of December, 1961 on the roll of the Supreme Court to practise as of right as advocates on record if they so elect." (1)

[Shri N. R. Muniswamy]

The hon. Minister has a slight misconception of what I urged during the First Reading. I do not have any quarrel that the advocates on record should not pass an examination. They have to pass. They should have also to establish an office in the City of Delhi so that notices may be served and the date of adjournment fixed into consent. All these things must be there. My only point is that in 1959 when they passed this rule they allowed the other advocates that if they so chose they could, without passing any examination, enrol themselves as advocates on record. This position was made clear to them, and many of them have availed of this facility. But, unfortunately, some of them have not been able to avail of it due to certain reasons. Of course, they cannot be excused, because ignorance of law is no excuse. But I would submit that since we have opened the flood-gates to allow them to enrol themselves as advocates on record, without sitting for the examination, we should view their cases with sympathy. Of course, the question of having an office in the city of Delhi etc. must be insisted upon. They must have an office in Delhi. I am limiting the scope of my amendment only to a particular purpose, namely that they should not be asked to sit for the examination. Earlier, we had allowed them to enrol themselves as advocates on record, without sitting for the examination. Simply because they failed to do so within a stipulated time, why should it now be insisted upon that they should sit for the examination? They must be given exemption from sitting for the examination.

My point here is that they must be given such an exemption that even though the time allowed is over, they will not be precluded from enrolling themselves as advocates on record after 1959, for the first time, since they were already on the record as advocates, and they were already having the facility which they had not availed of after 1959. I submit that his exemption could be given to them under the rule-making powers. If it is considered necessary, some penalty also be may be provided for. I am limiting the scope of my amendment only to this.

I am not saying that the other things should not be insisted upon. They must have their permanent residence here, they must have a clerk and so on. All that I am saying is this that those advocates who are to get themselves enrolled now for the first time, who were already on the record under the Supreme Court rules, and who failed to get themselves enrolled in time now may be exempted.

The wording of my amendment may appear to be somewhat comprehensive, and it may give the impression that the exemption would extend to other things also; it may appear as if it seeks to provide that they need not have their office or establishment here, or they need not have a clerk and so on. But I am limiting my amendment only to the exemption from sitting for the examination. The draftsman is there. And he can redraft it so as to bring out this idea more clearly.

It is not as if these advocates are not able to understand the Limitation Act or the Constitution or the Civil Procedure Code and so on. They have already gone through these things. As a matter of fact, all advocates in other High Courts have to pass an examination; they have to sit for the examination, and they have to pass the apprentice test. So, they have finished all these things. But, here, in the Supreme Court, they have got the old tradition of maintaining what the original side of the High Court was having in Madras, Bombay and Calcutta etc.

Evidently, I had not made myself clear when I spoke during the gene-

ral discussion and probably I gave the impression that I wanted exemption from all the requirements. I want exemption only from sitting for the examination and not from other things in respect of thos persons who are already there as advocates on record; for them alone exemption may be given and not for others. That is the only short point which I want to make. I hope when the time comes for framing the rules, the authorities may be requested to consider the cases of these persons very leniently and make proper amendments in this regard.

Mr. Chairman: The amendment is now before the House.

Shri Hajarnavis: I regret to say that for the reasons which I have already mentioned to the House, I am not in a position to accept the amendment.

Mr. Chairman: Does the hon. Member press his amendment?

Shri N. R. Muniswamy: Yet, let it to be put to vote.

Mr. Chairman: I shall now put amendment No. 1 to the vote of the House.

Amendment No. 1 was put and negatived.

Mr. Chairman: The question is:

"That clause 4 stand part of the Bill."

The motion was adopted.

Clause 4 was added to the Bill.

Clause 5 was added to the Bill.

Clause 1, the Enacting Formula and the Long Title were added to the Bill.

Shri Hajarnavis: I beg to move:

"That the Bill, as amended, be passed."

Mr. Chairman: Motion moved:

"That the Bill, as amended, be passed."

Shri Braj Raj Singh: May I seek a clarification?

Shri Hajarnavis: I am sorry I did not give the clarification which I had promised. If my hon. friend were to turn to section 57 of the Act, he will find that it reads thus:

> "Until a Bar Council is constituted under this Act, the power of that Bar Council to make rules under this Act shall be exercised—
>
> (a) in the case of the Bar Council of India, by the Supreme Court;
>
> (b) in the case of a State Bar Council, by the High Court."

So, the rules under section 24 of the Act were made by the various High Courts. We gave them model rules, we supplied them with model rules so as to enable them to proceed with the enrolment quickly. The High Courts did frame their own rules, and the elections have been held, and the enrolment is proceeding under the State Bar Council.

Shri Braj Raj Singh: Does the hon. Minister mean to say that the model rules which were provided by Government have been accepted by the High Courts?

Shri Hajarnavis: They may have changed them. They could change them, because the power was with the High Courts. They could change them to any extent; they could change them wholly. These model rules were sent only by way of assistance to the High Court.

If my hon. friend is interested in any particular State I could tell him the date on which that State Bar Council was formed.

Shri Braj Raj Singh: I would like to know in respect of U.P. and Delhi.

Shri Hajarnavis: In the case of U.P., it was formed on 3rd December, 1961, and in the case of the Union Territory of Delhi, it was formed on 1st December, 1961.

Shri R. C. Sharma (Gwalior): What about Madhya Pradesh?

Shri Hajarnavis: As regards Madhya Pradesh, it was formed on 16th December, 1961.

Shri Braj Raj Singh: Since the hon. Minister announced yesterday that even the West Bengal Bar Council has been constituted, does he hope to get the All India Bar Council constituted very early?

Shri Hajarnavis: I join the hon. Member in the hope. All that we can do is to hope that it will come into existence immediately.

Mr. Chairman: The question is:

"That the Bill, as amended, be passed."

The motion was adopted.

13.27 hrs.

AIR CORPORATIONS (AMENDMENT) BILL

The Deputy Minister of Civil Aviation (Shri Mohiuddin): On behalf of Dr. P. Subbarayan, I beg to move:

"That the Bill further to amend the Air Corporations Act, 1953, as passed by the Rajya Sabha, be taken into consideration."

The proposed amendment to section 18 of the Air Corporations Act has aroused opposition from some quarters. I hope there is no opposition in this House to this amendment.

It has been alleged that this amendment is a retrograde step, that it will lead to denationalisation of air services and that it is against the terms of the Industrial Policy Resolution. All possible motives have been attributed to the proposed amendment. I would request hon. Members not to read into the amendment anything more than what is really intended.

I wish to state categorically that Government stand by the Industrial Policy Resolution, and there is no change, not even the slightest shade of an intention to introduce a change, in that policy.

You may recall that on the 5th December, 1961, there was a discussion in this House on the service started between Bombay and Baroda by a non-scheduled operator. During the discussion I had stated that Government had not given specific permission for the operation of the Bombay-Baroda service, as no permission was necessary under the permit issued to the non-scheduled operators. I had also stated that I had no knowledge about it. The hon. Speaker was surprised at that time at my answer that I had no knowledge about it. I had explained that under the licence issued to them, they could start a service between two points not served by the IAC. In November, 1961, there was no service operated by the IAC between Bombay and Baroda. Consequently, under the permit, the private operator could run a non-scheduled service until such time as the IAC stepped into the field. As soon as we decided to run the Bombay-Baroda service ourselves, the private operator had to withdraw.

Questions have also been raised in this House regarding the meaning and significance of the so-called non-scheduled services operated by private operators under a permit granted by the Central Government. Views have been expressed that the frequencies and timings of the non-scheduled services have been such that they can be regarded as scheduled services, thereby impinging the provisions of the Air Corporations Act. It was obvious that if a non-scheduled operator ran about

five or six services a day from, say, Calcutta to some other point, it really throws some doubt in the mind of the people—I have also the same doubt-whether it could be called non-scheduled.

Against the above background, Government reviewed the position and decided to amend section 18 of the Air Corporations Act in the manner proposed in the amending Bill with the sole purpose of putting an end to any doubt or controversy in regard to the operation of such services. By the proposed amendment, Government will have greater control over private operators than under the existing arrangements. For example, once a private operator obtains a non-scheduled service permit under existing rules, he could operate a non-scheduled service between any two points not served by the I.A.C. without approaching the Central Government. In future, however, it will be incumbent on the private operator to obtain a specific permit for each of the sectors over which he desires to operate such a service. In granting such permit, Government may also impose such conditions as would be necessary in order to safeguard the interest of the nationalised Corporations. Indeed, as a result of this amendment, the operation of services by private operators will be brought under more effective and detailed control of Government so that the travelling public will have the benefit of regulated and systematic service between points not served by the nationalised Corporations.

The operation of such private operators will always be without prejudice to the interest of the nationalised Corporations. In this context, the proposed amendment should be welcomed by all who are interested in providing the travelling public efficient, adequate, economic and properly co-ordinated service. The operation of air services by private operators will be confined only to those areas where the nationalised Corporations are not in a position to provide the necessary service. It will be open to the nationalised Corporations to step into the field as and when it is convenient for them to do so, and the private operator, in terms of the permit granted, shall be obliged to withdraw from the field simultaneously. I would therefore once again assure the House that the proposed amendment shall not in any way operate prejudicially to the implementation of the Industrial Policy Resolution in regard to nationalised air service but will rather facilitate it.

It has been asked: why should not the I.A.C. take over those sectors now operated by private operators? The I.A.C. have given careful thought to this question on more than one occasion and have decided that the best course for them would be to extend their operations progresssively, as and when the fleet position permits. The I.A.C. have seriously concerned during the last two years and come to the conclusion that any further extension of the Dakota service would involve them in additional losses. Dakotas, though very good planes, are now difficult to run because spare-parts are not available, and even if available, are available only at very high cost, and so the operation of these 'planes has become uneconomic. It will be seen that wherever Dakotas are run, the services are uneconomic and there is a loss on that sector. So the I.A.C. do not propose, in spite of the fact that they have some surplus Dakotas, to extend their operations to those areas where the private operators are now operating. It is only on account of the directive given in the Act that the Corporation should act on business principles that they adopted this policy of extending their services only if it is economic, when it does not involve them in losses. That is the important consideration which, I hope, hon. Members will bear in mind.

As far as the I.A.C's. present position is concerned, they have not got economic, medium-size aircraft to operate in those areas. Under the circumstances, Government have therefore to consider whether to regulate

[Shri Mohiuddin]

the private operators for at least the next three, four or five years till the I.A.C. are in a position to acquire by acquiring economic aircraft to take over those sectors now operated by private operators. I hope during the next three or four years I.A.C. will be able to acquire modern aircraft—turbo prop aircraft—from outside or even the aircraft manufactured in India after due examination of the cost of operation. I hope as soon as they acquire modern aircraft, they will be able to take over the areas which are now operated by private parties.

I hope I have made the points clear as far as amendment to section 18 is concerned and there will now be no misunderstanding about the meaning and import of section 18. I must confess that during my ten years in this Parliament I have not seen any amendment which has provoked such misunderstanding as this amendment has done. Criticisms of the amendment are based absolutely on misunderstanding. I have stated that Government will exercise more control on private operators. I will give an illustration. For example, a non-scheduled operator under his licence can run a service whenever he likes, whenever some passengers are available or whenever some cargo is available. If a private operator is given a licence for scheduled service, it will be incumbent on him, as far as possible, of course under conditions prescribed by Government, to run it as a scheduled service on given times and dates. It will not be possible for him to say that he will run it only when he likes, as it will go against the conditinos of the licence. If he has a scheduled service, a scheduled programme, he will have to fly, of course, subject to weather and other technical conditions that may govern the flight. I have just given you one illustration of how greater control will be exercised on the private operators with the amendment that has been proposed in section 18. I therefore suggest that if hon. Members oppose this Bill, they will fully bear this in mind, so that there is no scope for misunderstanding about it.

Now I proceed to the other sections. Under section 30, the Air Transport Council was set up in 1955. This Council was entrusted with the task of studying the general problem of fares and freight rates to be charged by the air services operated by the I.A.C. and to draw up for the consideration of Government a set of principles on the basis of which such fares and freight rates should be determined. Since then, there has been no problem which could be referred to the Council. According to the wording of the section, the Council once established cannot be dissolved. That is the opinion of the Law Ministry. So, this occasion has been taken to amend the section, so that Government has the authority to appoint a Council whenever it is necessary for referring a particular problem to it.

Amendment of section 36 is necessitated by administrative convenience. This section requires the Corporation to prepare and submit estimates to the Central Government not less than three months before the commencement of the financial year. It has been found difficult for the Corporation to submit the estimates three months before the commencement of the financial year. Therefore, it has now been decided that it should be only two months before the commencement of the financial year.

13.42 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

The proposed Sub-section (3) of section 44 is only a formal amendment about rulemaking powers.

Amendment of section 45: The Corporation issue free and concessional passes not only to their own employees, but also to others under certain regulations framed by I.A.T.A. which every scheduled operator is observing. The categories to whom these concessions are usually given are approved booking agents and their representatives, officers and staff of other air

lines on a reciprocal basis and others on grounds of public relations and sales promotion. The name of the Corporation Air India (International) is proposed to be changed to Air India. This is in accordance with the request of the Corporation who have stated that they are better known abroad by the shorter name air India. This does not involve any matter of policy. Such a shorter name is also in line with similar designations used by other international air lines like Air France, Air Lebanon etc. The change in name will be brought into effect by a date to be notified by the Central Government. The rights and obligations of this Corporation will not be affected by the change of name, and this has been provided in the amendment.

With these explanations, I move that the Bill be taken into consideration.

Mr. Deputy-Speaker: Motion moved:

> "That the Bill further to amend the Air Corporations Act, 1953, as passed by the Rajya Sabha, be taken into consideration."

Shri Indrajit Gupta (Calcutta—South West): I regret very much that ven after listening to the hon. Minister, it is not possible for me to welcome or support this Bill.

He began by saying that all sorts of motives had been imputed to this amending Bill, and he appealed to us to consider the real intentions behind it. I am afraid no amending Bill can be judged fairly only on the basis of intentions. Somebody or other has said somewhere, I forget where, that the road to hell is also paved with good intentions. The trouble is we have to see actually what the letter of the amending Bill is, the powers which are being taken, the changes which are being made, and therefore the possibilities which are opened up through the implementation of this Bill.

The usual practice is that extracts are given at the back of the amending Bill from the parent Act of the relevant sections which are proposed to be amended, but I am rather surprised to find that no relevant extract of this controversial section 18, is regard to which the hon. Minister even went to the extent of saying that in this ten years in Parliament he had never known a clause to arouse so much controversy, has been given at all in the back. The relevant extracts of sections 30, 36, 44 and 45 are given, but nothing is given of section 18. I take it it is due to some mistake or lapse. No motives are going to be imputed here.

Apart from anything else, intentions or otherwise, I am constrained to raise this question again. Whatever the intentions behind it, does or does not this amending Bill constitute a departure from paragraph 8 of the Industrial Policy Resolution? That is what I want to know.

Mr. Deputy-Speaker: I do not know why section 18 has not been given there. Probably the reason is that something is being added at the end, and there is no amendment in the section itself.

Shri Prabhat Kar (Hooghly): There is addition of "or".

Shri Indrajit Gupta: How is one to understand what is relevant or not.

Mr. Deputy-Speaker: 'Or" is to put there, but probably what I said might be the motive or the reason behind that.

Shri Indrajit Gupta: It makes it a bit inconvenient without that.

Shri Hohiuddin: There was no sinister motive in any case.

Shri Indrajit Gupta: I said no sinister motive in any case.

Mr. Deputy-Speaker: No motive is being imputed, but why should that

[Mr. Deputy Speaker]

be left out, that is the question.

Shri Indrajit Gupta: After all, it is circulated for the convenience of Members.

Mr. Deputy-Speaker: It is the practice that all the sections sought to be amended are reproduced at the end. I thought that probably the reason that goaded the man who was responsible for it was that this was only being added at the end. That might be one of the reason.

Shri Indrajit Gupta: I was referring to paragraph 8 of the Industrial Policy Resolution which states categorically:

> "Railways and air transport, arms and ammunition and atomic energy will, however, be developed as Central Government monopolies."

The word "however" comes here because before the sentence which I read out it has been stated that in the case of industries listed in Schedule 'A' of the Resolution,

> ".... the expansion of existing privately owned units or the possibility of the State securing the co-operation of private enterprise in the establishment of new units when the national interests so require has been permitted."

After that it says that railways and air transport, arms and ammunition and atomic energy will, however, be developed as Central Government monopolies. I do not think this is a thing which can be lightly brushed aside now through the means of amending Bills. Here is something which has been discussed and approved, endorsed and passed by this Parliament, or rather the last Parliament, and it is a matter of basic policy, fundamental policy, which I do not think can be tampered with in this way.

Now, let us consider the arguments advanced. The hon. Minister said, for example, that there might be certain areas in the country or certain points which could not be at the moment linked up by the existing corporation due to lack of resources and so on. That may be true, but if one pursues this line of logic and reasoning, this analogy, it can lead us to a very curious position. Here, for the last few days we have been debating and discussing the Railway interim Budget and grants for railways. Demands are constantly made by hon. Members from different parts of the country pressing for construction of new lines in various places, and the reply given by the Railway Ministry has been that they are not in a position at the moment to take up that work.

There are some States— and in fact, it was mentioned here that Kerala is one—where in the while of the Third Five Year Plan there is, at the moment, no project for the construction of any new line because the Railway Ministry say that they are not in a position to do it. Am I to understand that despite this Industrial Policy Resolution, tomorrow if some private company—it may seem absurd, but it is not so absurd because we have had private railway companies in this country, and even now we have some private companies running light railways—if some private company comes forward and says that it is prepared to construct a metre guage line from such and such a place to such and such a place and run it, because the Railway administration and the Government of India are not in a position to do it, are we going to say that because they are able to do it and we cannot do it, therefore, in this case let an exception be made?

Then, with regard to ammunition. There are plenty of firms, I think, who can, with foreign collaboration, manufacture ammunition. Are we to permit it, if the Government of India is not in a position to undertake the manufacture of any particular category

of ammunition at the moment? This is a kind of reasoning and argument which I am not prepared to accept.

I submit this is a departure from the Industrial Policy Resolution. Whatever the arguments advanced and the intentions may be this is a serious matter. I am very sorry that such a thing has been brought forward at the absolutely fag end of this Parliament. Unfortunately, conditions are such that, perhaps, hardly a handful of Members are there to devote their attention to such a thing. I think it could easily have been held over for another couple of weeks when a new Parliament is going to be constituted and is going to meet. Such an important measure could have been considered by that new Parliament. It can be considered by that Parliament whether it is a departure which could be permitted. Anyway it has been brought forward.

As the hon. Minister said in his opening remarks, some critics have been harassing him with the charge that this means denationalisation. I am sorry I have to repeat that charge. How else will denationalisation be brought about in this country? There is no other means of bringing it about. Nobody can openly come forward and say that they are going to reverse the policy of nationalisation.

Some time ago, you will remember, certain interested quarters in the private sector had started a sort of compaign in this country that certain public sector undertakings, which, according to them, are not running very efficiently, or on business lines or are runnnig at a loss, should be handed over to private enterprise. That question, I think, was raised here and discussed on more than one occasion and we were given a categorical assurance by the Treasury Benches that no such thing was contemplated and it would not be permitted. But, here, I find the thin end of the wedge being brought through this amendment of section 18, because the nation has been led to expect, rightly or wrongly, that with each successive Five Year Plan, the scope and extent of the public sector or the State sector will be increased and not diminished. They were led to expect that these private operators who are still in the field of air transport will gradually—I am not saying that it must be done overnight, but the tendency has got to be in the direction of taking them over and not allowing the mto stabilise themselves or to expand their activities—be nationalised. If we judge it from that point of view, then, I submit that this section 18—this amendment—really constitutes a breach of faith with what the country has been led to expect.

I do not wish to impute motives though motives could be imputed because at least some of us, who have been following the activities of these private operators in that part of the country I come from, know that their record is certainly not one which can inspire confidene either in their integrity or in their reliability. I think the hon. Minister knows very well how many serious charges and complaints have been brought forward—and some of them have been investigated and found to be correct also, though all were not investigated even—regarding the various malpractices and irregularities which are being carried on by these private operators.

There are big businessmen behind some of them; there are some of our ex-Rajas and Maharajas and feudal princes behind them, who have gone into business. There are some gentlemen—I do not wish to mention their names but everybody knows them—who, certainly, if not patrons, may be quite good friends of the Congress and the ruling party also, who are behind them. I do not wish to say about a particular line in Orissa which you know very well. There people have several times been charged on various counts and the committee of investigation, in some cases, found them guilty of various things, non-compliance with

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all types of rules and regulations, non-air-worthiness of the craft which they use and so on.

I was surprised that the Minister made a long story about the difficulty of continuing the operation of Dakota aircraft. I agree with him. In respect of the IAC, he says, that the Dakota aircraft, though basically a very good aircraft, cannot be operated efficiently and economically now because of lack of spares and so on. But how is it that the same argument does not apply to these private operators. The vast majority of the air craft they are operting are Dakotas, I am not sure of my figures; may be, they are all Dakotas. I do not know if there are one or two other aircraft somewhere. But, anyway, 99 per cent of their aircraft are Dakotas, the same old type of machines the the IAC wishes with and which the IAC wishes gradually to get rid of. I support that. But how is it that these people are permitted to operae heir services with the same Dakotas, may be even kept in worse condition, with the same lack of spares and so on? Complaints have been made that there is risk to lives of passengers involved in such flights. There have also been charges of smuggling and even espionage in the NEFA and other areas.

I do not wish to give the whole story again nor do I wish to mention the names of people involved. It is not as if they have got a record of good public service, integrity and reliability so that we must now come forward and give them, through this Bill, a position which will only help to stablilise their position.

A lot of confusion has been created over this whole business of Scheduled and non-scheduled. What is the difference between scheduled and non-scheduled? I am more confused after listening to the hon. Minister. There is quite a clear definition in the Act, which I may read.

" 'Scheduled air transport service' means an air transport service undertaken between the same two or more places and operated according to a published time table or with flights so regular or frequent that they constitute a recognisably systematic series, each flight being open to use by members of the public;"

It is very clear and it can relate to both passenger and goods traffic. I would like to know what is the nature of many of these services which have been operated by these operators up to now, because after so many years doubt has arisen in the mind of the Minister. Am I to take it that these things have been done illegally by the Director-General of Civil Aviation? I mean these permits that have given to them. They have been used as normal licences. I do not know whether they publish time tables or not. But I know that in Calcutta these private operators have got their offices, and in prominent places. If anyone goes to their offices and asks for information regarding their flights, he would be given that. We are told about flights between Calcutta and Tripura, between Calcutta and Agartala and Assam etc. all particularly in that direcion where the have not got services operated by the Corporation. A huge number of passengers cannot travel across land because Pakistan territory intervenes and they depend on air flights. You can go there and a schedule of flights is handed over to you across the counter. They may not be published in the newspapers, I agree. But any prospective passenger, can enter one of their offices and ask: Have you got flights on that day? Do you run flights on so many days a week? They give it to you. It was nothing so hidden that the Ministry could not find out until now. Permits were going on being issued by the Director General of Civil Aviation. I submit that it is gross irregularity, if

nothing else, which has been committed. What is proposed to be done in practice is that those people are now going to be given an air of respectablity or promotion; they are going to be promoted into full scale respectable scheduled operators. I do not think that this something which we can support at all.

14 hrs.

Either the were operating scheduled services or they were not operating. If they were operating scheduled services in practice, the Government is to be held responsible for having permitted them to do something which was illegal. I do not know what is the meaning of non-scheduled services; it is not specifically defined as far as I could find in the Act. One has to define it by inference. Original section 18 is not given unfortunately along with the Bill. There are certain purposes mentioned in that section for which the right of any person is recognised. These are purely *ad hoc* things like carrying passengers for purpose of flying instructions, carrying passengers and goods in rescue or relief operations during any calamity or carrying people for the purpose of joy rides, flight for aerial survey, crop dusting, locust control, etc. Am I to take it up by inference that these are the only things which can be called non-scheduled operations and which are permitted? If that is so then the other things that were being done all this time are neither scheduled flights nor no-scheduled flights. What were they? I do not know.

Shri Sinhasan Singh (Gorakhpur): They were licensed.

Shri Indrajit Gupta: They were not licenced. These permits issued are not licences. There is a distinction between the two. *Ad hoc* permits can only be issued for each flight. From flight to flight a new permit has to be issued. For years together these people were carrying on this practice on the basis of such permits. Therefore, I submit that this is a very dangerous amendment proposed.

The hon. Minister stated that the real effect of this amendment would be that the Government would be able to exercise more effective control. If there are areas which the existing Corporation is not in a position to serve, it is rather to the advantage of the private operators that they be given the status of scheduled operators. What is the harm? He has got his one or two machines or three or four planes. If all this is going to be imposed on him, he must be a proper scheduled operator; he can easily operate on a fixed basis. On so many days in the week the plane will take of at such and such time and land at such and such time. How is it to his disadvantage? I do not understand. That is to his advantage rather than anything else. Several complaints had been made about this thing. He can go whenever he likes; when he does not want to go he need not go but you are not in the picture at all. All that you are going to do now is to enable him to put the thing on a proper regularised footing and run it as a scheduled service. How does he stand to lose?

Secondly, what is meant by saying that they can exercise control? For instance, I ask the Government whether they can fix the fares and freights, fares particularly when you are going to allow somebody under section 18 to operate a scheduled flight, are you in a position to say to him that he must raise the fares? Can they do it? Many of these private operators are able to carry on a propaganda throughout the country that they are able to carry people or freight at lower fares than the nationalised corporations. They do it: they can get away with it. That means that to

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that extent people are being benefited. It is stated here that the Government is not able to give the facilities to the public and so these people fill the gap. You must also agree that the advantage they get in terms of fares. etc. must be allowed to continue. It that is done will it be possible at any future date for the Corporation to come in and ask these gentlemen to retire? The trend with the Corporation is that there is an upward revision of fares and freights all the time because they say that they are running at a loss and they need bigger revenues and all that. These people are under-cutting all the time. Once you allow them to come in as scheduled concerns with lower freights and fares in the interest of the public, with what justification are you in future going to intervene again and force them to retire simply because you have been able to secure a few extra planes? It will be very difficult. How will the nationalised sector stand up and face the people? I do not know. It will in fact enable those people to discredit the public sector more. Therefore. I am wholly opposed to this section 18. It is a very dangerous thing.

I have to refer to my suspicion again. I can understand and appreciate why the amending Bill has produced so much controversy though the Minister said that this is an innocent clause. There is the power to dissolve the Air Transport Council. I have not been long in this House and I do not know how many times the Governments has come forward of its own volition before the Parliament saying that because a particular council or committee has got no work it should be dissolved. I do not know whether I should welcome it from one point of view. Some suspicion arises in my mind. After all this Air Transport Council is an advisory body; it has not got executive or administrative functions. The functions and the duties of this council have been partially disclosed just now by the hon. Minister. He referred only to that particular function which says that at the request of the Central Government the members of that Council shall investigate any matter relating to the fares and freight rates or other charges levied by every Corporation, etc. And he said that on this subject there was nothing at the moment which required the attention of that Council. I find from section 31 of the original Act that it is not the only function. There are other functions which he has not mentioned. It says that it shall be the duty of the Council to consider at the request of either of the Corporations—Air India or the Indian Airlines Corporation—any matter of the kind referred to in section 38. Now, Sir, I shall have to trouble you and take you to section 38 which says that it shall be the duty of each of the Corporations to enter into consultations with the other in matters of common interest to the two Corporations including in particular the operation of scheduled air transport services and the routes on which such services shall be operated by each of the Corporations, frequency of the services, passenger fares and freight rates to be charged, measures of economy to be taken, provision of common services in regard to overall maintenance and so on and so forth. In all these matters, either of these corporations or both the corporations can refer any matter to the Air Transport Council for its consideration, its advice or its recommendations. How does the question arise, namely, that there is no work for them to do? This is a facility which has been provided to the corporations. It is an advisory body to which these corporations or either of these corporations, if they feel it necessary, can take any of these very important matters. That is the function of the advisory body.

Shri Mohiuddin: We did ask them whether they had any problem for reference to the Council and they said no.

Shri Indrajit Gupta: They may not have one at this particular moment. The Act says that whenever necessary, they can do it. Any matter can be referred to it.

Shri Mohiuddin: Instead of keeping it as a standing body, whenever problems, are referred to, we will appoint a body.

Shri Indrajit Gupta: Why this sudden concern? I cannot understand it. The duties of the Council are, they shall tender advice to the Government, and make financial and economic analysis and maintain the costs and have statistical technicians and make financial reporting relating to the air transport, etc. Therefore, I think this is just the time when a host of new problems will arise, when section 18 is implemented. This is the time when the private operators, will have problems, and this is the time when you are conferring on them the status of scheduled operators, and when the whole question of freight and fares and maintenance and overhauling will come up. You will then require some advice, but then, just at this moment, you decide that the Air Transport Council must be dissolved. I am baffled; I cannot understand it. What is there behind it? You do not want even advice from the Air Transport Council which you yourself constituted. It is not somebody else's body. It has got various interests on it—people who can spend a little time and devote some attention to particular, specific matters which are brought to it, with some sort of specialisation. Therefore, these two things taken together have certainly created a lot of disquiet in my mind, and I am firmly opposed to this proposed amendment of both sections—sections 18 and 30. I think the House should not support it.

We stand in support of the Industrial Policy Resolution, and we think that should not be lightly brushed aside by saying that "we are not departing one iota from that resolution and we are bringing forward this amending Bill." I say that it is a departure, and this amendment should not be supported. Otherwise, the thin end of the wedge will come in like this in one sector after another.

With these words, I oppose the amendment and I hope the House will not give its approval to it.

Shrimati Ila Palchoudhuri (Nabadwip): Mr. Deputy-Speaker, Sir, I have heard with great attention the speech of the hon. Member opposite. In the first place, he seems to labour under the impression that there is something terrible that is happening and that Government wants to hide something, that it is not placing all the cards on the table. A lot of imputations and motives have also been noticed in his speech.

I should like to point out that Government are bringing forward this Bill evidently for a specific purpose so that they can have themselves some control on those operators that are plying. The operators have only to come for a permit and they can ply with the possession of the permit. Now, they will come in, but more stringent control will be kept on them. For every route on which they want to function, they will have to get the permission, and conditions will be put down about the maintenance of the aircraft etc. In fact, I should not wonder when some of the operators who do not satisfy or will not be able to satisfy these conditions will even drop out of the picture!

Shri Indrajit Gupta: They can continue to operate as non-scheduled operators.

Shrimati Ila Palchoudhuri: After this amendment, I do not think they will be allowed to do so.

Shri Indrajit Gupta: They will be,

Shrimati Ila Palchoudhuri: Control will be there and they will have to get the permission.

Secondly, the hon. Member also draws an analogy between what the railways were able to put up, and why places could not be connected by sea-routes, and why other people should step in here. I would like to point out that rail lines need much more preparation; to make new lines, you will have to have roads, tracks and many other things. After all, to go by air, from one place to another, it does not need so much preparation. That is common sense. If a private person cannot put up a rail line, the private operator may with greater ease fly from one point to another. The private operators thus meet a legitimate want of the public, because there are places where the IAC is not able to function, and the public want to travel. There are places that are entirely inaccessible. So, these private operators can serve and satisfy a need which is very acutely felt at the moment.

After all, the private person has been called in to supplement some of the things that the State-owned sector has not been able to do. In fact, I may quote the Railway Minister as having said that some of the stations are being given to contractors because the railway feels that if they are given to contractors, they can have a better check over ticketless travel. So, it is not as if the private sector and the public sector are at loggerheads. The one complements the other. That should be the attitude of the Government and I think that is the attitude that the Government have shown even in the Industrial Policy Resolution.

Much has been said against the private operator: Sir, that he has done so many bad things and that he has never done anything good. I may say that the private operators during their tenure have done quite a bit of service to India and the public sector. They may have had lapses and may have lost planes, but after all, losing a plane or meeting with an accident is not in the hands of any pilot or anybody that may be there. There are many factors. Even the IAC or IAF have lost planes. That in itself is not a hindrance in the way of any private operator operating a route. The private operators have operated in supply droppings in the Mizo hills, when the district was faced with starvation, and had it not been for the private operators, many people would have died.

They have also done the same in Manipur under the same conditions, namely, starvation conditions. They have dropped supplies in Orissa during the flood devastations. There have been mercy flights during the language riots in Assam. Private operators have done that at the risk of their lives to save the people. It is not that they give only joy rides or that they try to make profits out of the lives of the people and cargo they carry. They also undertake missions of mercy. In fact, the hon. Deputy Minister of External Affairs, when she wanted to visit the Naga Hills and the NEFA area, could not be flown by the IAC or the IAF. It was one of the private operators who took her there for her tour of these areas.

Then again, they have opened up a west African route to Ghana and Nigeria. The argument was put forward that once they put up or open up a route, it will be a loss for the Government and the IAC would never be able to step in. But I may point out that the private operators, time and again, have developed routes and made profits and paid huge amounts by way of income-tax and corporation tax. But those routes which have been directly developed by them have been taken over by the IAC. The IAC are operating them. After the spadework of the private operators, the Government have come in. Then, the private operators are one of the most popular carriers of tea. They have opened route after route in the eastern zone. They have kept a cheap and efficient air service between Calcutta and North Bihar and Assam, and they have opened up air-fields in the remotest parts of Assam where nobody could have gone. Nobody could have gone there but for the private operators.

What is this thing against the private operators? If you really look at their performance, it is not that bad. Look at the maximum tonnage dropped by the IAC in one month; it is 1,000 tons. The maximum tonnage dropped by private operators is 1,860 tons. The minimum tonnage in any month has been 400 for the IAC, whereas the minimum tonnage for the private operator is never lower than 600 tons.

Of course, a scheduled operator, owing to top-heaviness must function in a certain way—I mean any Government undertaking—entails more care, more expense, etc., which is all to the good. But it is wrong to imagine that the private operators operating a plane necessarily take more risks. That is not so. The private operator possibly works harder and thus makes profits. He has eight to ten sorties in a day whereas the IAC would only have three to four. That would enable them to make profits and serve the public in a way that Government corporations could not.

Some people are under a wrong impression that that there is something sinister going to happen. We have adopted a mixed economy and in other countries also non-State or private operators are very much in evidence. In the U.S., all airlines are privately-owned, while in countries like Britain, France and Australia, both State-owned as well as independent private operators exist. So, it is nothing so very sinister which is cought to be done in India by modifying this clause. I certainly think that this is a good step we are taking, because by and large, if they could not be so well-controlled before, now I think they will be controlled and there will be a certain amount of stability.

Because you are a private enterprise willing to run a private air service, it does not mean that you are a black sheep and you should not have any support from Government when you can do work and really serve the public. I do not see why that should be so. They are also citizens of India free to do what they can to serve the people. Why should there be this idea that they have been given a promotion, as the hon. Member says? They have been given a certain field to work, in which they will have to work under certain conditions and rules, which they will have to observe. It is all very good and I certain support this amendment.

There is one point about the Air Transport Council that is going to be done away with which I would like to bring to the notice of the Government. It cost the Government, as it says in the Financial Memorandum, Rs. 80,000. The Government can constitute it and reconstitute it as it needs, but when it envisages the time when it will have to reconstitute it for various reasons, in that case, I should think the people in the country and the air services, private and State-owned, will be more stable and the work will go on in a more orderly manner if we could have an Air Transport Licensing Board. We have similar boards for shipping and railways. Why not have it for air transport also? I think it is a body that should be there, ready to function whenever it may be necessary.

In his speech in the Rajya Sabha the hon. Minister stressed the point that as and when they could, the IAC would be ready to take up the routes opened by the private air operators. In itself, I have nothing against that, but still if one works under this condition that at any time one can be just snapped out of the field, naturally there is not that state of equilibrium and good working of the service that one would wish. I think they should be given a reasonable time over which they could build up the service, arrange for spare parts, keep their machines in order and so on, so that no safety margin is in any way lost. If there is the fear always that I can be snapped out on the least pretext, say, within a month, I will not spend that much money which I would if I had a certain feeling that there would be some time allowed to me to operate to equip the service fully and

[Shrimati Ila Palchoudhury]

get a modicum of return on the money that I have put in; which is expected in any business. After all; the Minister himself said that the Government corporations like the IAC must be run on business lines. This is very good. Even the State-owned concerns must run on business lines. That business outlook should be there.

The private operator should be made to feel that he is there to serve the needs of the country; because there are people all over the country not necessarily air-minded as such; but who if fares are low; could get to various points much faster. Business is increasing and various routes are opening out. Employment opportunities are there and people want to get to places quickly. That only persons neatly dressed and with very good luggage travel by air is no longer true of India, because you find every kind of person travelling by air. That is, as it should be in a people's democracy, where air services are not only for the rich, but also for the middle-class and the poorer person. So, if the fares are lower than in the scheduled Government routes, that should be an advantage, to be approved, and not condemned as "under cutting".

Our young men are very well-trained, and they fly with a certain feeling of adventure, because flying even today is to a certain extent an adventure. I think our young men, coupled with enterprise and a will to succeed, will sit in the cockpit with adventure and carry on air transport in India to achieve a standard in front of the world, where everybody will admire not only the IAC and Air India, as the Air India International is going to be called henceforth, but the private operators also, who will have built for themselves a tradition, which will be valued and respected all over the world.

Sir, I warmly welcome this Bill.

Shri Bal Raj Badhok (New Delhi): Sir, I and the party I represent are no protagonists for nationalisation. In fact, we have been opposing indiscriminate extension of the public sector and the strangulation of private enterprise. Even then, there are certain activities, certain branches of industry, which we feel are so important for the national life that they should be under public ownership. That is why we have been supporting the public ownership of the railways, airlines, telegraphs and the new steel mills that are coming up.

There were so many private companies running the railways and they were running them well, but we took them over because we thought in the wider interest of the nation, that railways in the whole country should be under one State control. The same is true of the airlines. When the Airlines Corporation was formed and all private airlines were taken over by the Government, we welcomed it. During the last few years, the Airlines Corporation has been running the air service inside and outside the country quite efficiently. There have been accidents and criticism; there are bound to be. But because of its strategic importance, because it is an industry which employs pilots who are needed not only in peace time, but whose importance and utility in days of stress, struggle and war become all the more important, we feel that there should be one organisation which should systematically train and provide employment to pilots, and also provide air services in all nooks and corners of the country.

Even though there was a particular resolution by which a sort of State monopoly was established when the Airlines Corporation was formed, still certain private operators were allowed to continue. There have been some complaints against them, but they were doing some job as non-scheduled operators. Now by the amendment that is going to be made, these private operators are going to be regularised. They are being given a new respectability and a departure is being made from the policy that was being followed all these years. If this departure is made after realisation that the policy

of nationalisation has failed; one could have understood it. But; in this case; a departure is being made; not because of the realisation of any kind of failure in that policy, but because certain individuals or airlines need to be accommodated, and there it is that the rub, comes.

Shrimati Ila Palchoudhuri stated just now that competition is good for consumers. I agree. Wherever there is healthy competition between State enterprise and private enterprise, State operators and private operators, efficiently will increase, the consumer will gain and the traveller will gain. But are we following that principle?

Here in the city of Delhi we have a terrible transport problem. There are not enough buses and a demand has been made, both in the Municipal Corporation and outside, that till you have enough buses you should allow private operators to run certain routes. When the matter came up in the Corporation, it was opposed and shelter was taken under the same resolution which was just now referred to. They said that transport must be State controlled and it would be against socialism to allow private operators to run any route. Then no care was taken of the interests of the people. The people of Delhi have to waste hours and hours in standing in queues and they do not get a bus. The private operators are available and are willing to run the buses, but they are not given routes.

Just now it has been stated that private railways could not be allowed to be opened because they need tracks, and for running private airlines we do not need a track. But we do require dakotas, we do require planes which would cost much more than an ordinary bus. Then, for running private buses you do not require new roads, as the roads are already there. So, why do you not pursue the same policy in the case of road transport also? It is the double standard which is visible in the policy of this Government in almost all matters—they have one standard for their own men, one standard for their own conduct, one standard to judge their own policies and another standard to judge other people and their policies—it is this double standard which is at the root of all troubles.

So, what I mean to say is that you cannot justify private air operators and, at the same time, denounce private bus operators. You must have a change. You may decide, and decide after full consideration, but the policy that we have been following need a change. I feel that some kind of rethinking is already going on. The Prime Minister in his address to the Federation of Indian Chambers of Commerce and Industry stated that mixed economy is a very welcome thing. But that goes against the slogan of socialism that has been going on in this country and on the basis of which it is said that congress has won these elections. Therefore, let us be honest to ourselves, let us be honest to the people. If we really feel that mixed economy is good, if we really feel that competition between the private operator and the State operator, between private enterprise and State enterprise is good for the country, good for efficiency, good for the consumer, then accept it as a State policy. But to accept something as a State policy and then do something in the case of such a strategic industry as civil aviation simply because somebody has to be accommodated is not good. I do not want to impute motives here, but the fact remains that the matter came up in this House about the Kainga Airlines, there was heated discussion and the person who owns major shares in that organisation, to accommodate whom this amendment has been brought in, is a person who has condemned mixed economy as an unmixed evil. The same person wants that there should be private operators in the case of air transport. This is wrong.

Shrimati Ila Palchoudhuri: There is a merchant navy.

Shri Bal Raj Madhok: That is true. But here I am referring to this particular Bill. Generally, I for one would like competition in all industries, but in the case of air services, as things are, they are in a developing stage. Ours is a vast country and the dangers that we are facing, especially external air aggression, are very great and a very large force of trained pilots and aeroplanes are needed if, God forbid, some war comes or something else happens and, therefore; for that reason, more than anything else, I for one stand for complete State control over all kinds of airlines. Therefore, this policy of allowing any private operators to run their services, whether scheduled or non-scheduled, to my mind would be detrimental to the efficiency and proper development of the civil aviation and the training of the employees and pilots in civil aviation. This has been proved by some of the unhealthy practices that have come to light. Because of the high freight charges that are being charged by the State controlled airlines—I am opposed to that; in fact, air transport has been made more and more costly, and that is not warranted by facts. Because of the monopoly, Government should not go on raising the fares. That is not correct. So the private operators run certain non-scheduled flights and they do certain things which are objectionable and which have created some kind of racket. We should try to remove that, and for that the right method is not the one which is at present adopted. This kind of method can only further aggravate the situation in that respect, particularly because the employees of the Air Corporations feel that by allowing these private operations to run their service, conditions will be created which will adversely affect them. If in an important service like the air service the employees are not contented, they are not satisfied in fact the employees as a whole are opposed to this move if they do not like the move for valid reasons that may affect the efficiency of the entire air services of the country. Therefore, for that reason, I am opposed to the proposed amendedment to section 18 and I would request the Government to stick to its old policy and have all the airlines, both external and internal under their own control.

Of course, there are some other amendments which are not so important, like the change in the name of the Corporation etc. They are minor things. I think a small name is welcome and I have no opposition to that.

Shri Harish Chandra Mathur (Pali): My hon. friend who just now spoke referred to the concept of mixed economy. I think the policy of the Congress Government has been quite clear on this subject. We have accepted mixed economy, the Prime Minister only the other day emphasised that mixed economy is our accepted policy, and mixed economy is positive concept: So, no further clarification is necessary on this point. When we talk of mixed economy, we have before us the Industrial Policy Resolution to which my hon. friend from the Comunist party referred to. May be, it is true that we are not violating the letter of this policy Resolution, but I am quite clear in my mind that we are definitely offending against the spirit of that Resolution.

Shri Indrajit Gupta: You are violating the letter also.

Shri Harish Chandra Mathur: That Resolution is open to that interpretation. There is a saving clause which will permit this sort of private enterprise being given a place. This has been possibly the explanation given on the floor of this House more than once when this particular matter has come up for discussion. But even if such an explanation is possible and the policy Resolution is

open to that interpretation, I do submit that it does offend against the spirit of that Resolution. Also, it does offend against our recent resolve that we must give effective implementation to our socialistic ideas. We have not to be stationary but we have got to go ahead. We have to be progressive and to be more effective in bringing about the social objectives in a socialistic society. If that is our avowed intention and if that is the policy of the programme which we have given to the country, a heavy responsibility rests on the shoulders of anybody sitting here to give it a positive meaning also.

During this week I had occasions when I had to speak against the private sector in the strongest possible terms. But I might again submit that I am not allergic to the private sector. Yet, I cannot too strongly object to the provisions of this Bill not only because of this policy Resolution which is before us but also because of other practical reasons to which I would like to have a clear answer from my hon. friend, the Deputy Minister. I would like to ask him a straight question.

Apart from the policy and the philosophy of the whole thing, I would like to ask about the economics of the thing. I would like to know how it is possible for any private enterprise to run a particular route if it is not profitable. How will they be able to do it? If it is profitable, how is it that the Corporation is not in a position to take up that route? If it is profitable, there is no reason why the Corporation should not be able to take it. If it is not profitable, no private enterprise will ever go into it. The private enterprise, I am told, has been going into it because they have been resorting to malpractices. Then do I understand that we want to abet those malpractices? If we do not want the private sector to resort to those malpractices, how are the private enterprises going to take any licence and run these services if we are going to be effective?

I would also like my hon. friend to answer me on another point. Only this morning he told us that they are making huge profits on the trunk routes. If the Corporation is making huge profits on the trunk routes, is it not the moral and social obligation of the Corporation to run all these services? They want to take and run the trunk routes where they are making huge profits and want the private operator to come and run some of these routes where they think that no profit is possible. To me it appears to be an absolutely ununderstandable proposition. It is definitely the moral and social obligation of the Corporation to see that they open up the country and put before this Parliament a proper scheme for their air routes and air transport, get the entire scheme approved by this Parliament and take over some of these unremunerative routes also.

I am just giving out the difficulties which, I feel, are inherent in the proposition. I also feel that there would be another difficulty. The Corporation would be under political pressures. They would be under a political pressure to say, "We are not in a position to run this particular flight. This may be given to a private enterprise." They will definitely be under political pressures. If those routes are profitable according to the private enterprise." They will definitely, be under political pressures. If those routes are profitable according to the private operators in their own way, though I have not been able to understand and appreciate how these routes can be profitable until and unless they resort to malpractices, why can the Corporation which has got all the technical know-how, the personnel and the experience not run it?

If the private operator who has got to have certain heavy overheads and employ certain people for one flight will be able to run it, I think it raises another very fundamental question before us. That will have to be accepted. This means that there is inefficiency inherent in the public sec-

[Shri Harish Chandra Mathur]

tor. We will have to accept that if we go from argument to argument and if we feel justified in bringing in the private sector for these flights on such routes. It appears to me that there is something fundamentally wrong about the way in which our public sector is running. This definitely means that there is some inherent inefficiency in the public sector. I think it is too serious a matter to be dealt with in a light manner. I do not for one moment feel called upon to subscribe to the views which have been expressed. It offends the spirit of the policy Resolution. That I am quite clear in my mind. I do not see there is any social and practical justification for the proposal. It will never work if we are honest about it. We will be open to the charge that we are abetting malpractices. It will also open room for political pressures and the Corporation and the Government wil be failing in their social duty. They are making money on trunk routes but are not prepared to take these unremunerative routes and open up the country. That has been our charge against this Corporation. They must run on commercial lines. That is absolutely understood. But when they run on commercial lines it is also a concept which has been accepted by all public enterprises that they have got to work in the larger interest of the society. They have got to open up the areas and have got to take along with the remunerative lines unremunerative lines also which in the long run may also become remunerative. They are going in a very shy manner in this matter. I hope, therefore, that my hon. friend, when he answers will satisfy this House about the philosophy, the socialism and the economics of this.

I have just one word to say about the change of name which they propose for Air India International. Obviously, there should be no objection if we say that it should be termed as Air India. My hon. friend says that we have got Air France, Air Swiss and all that. But there is one difference. We have got two separate services. Air France is not prohibited to run in France for their local service. Here if Air India is the name, there would be a little confusion in the country itself. I think it is now time that we have just one Corporation and we have an amalgamation of the two. It will mean for far greater economy. Then and then alone, the name Air India would be perfectly justified, Air India which will operate in this country as well as outside. But, still, if, for any good reasons, we want to change the name, I have no fundamental objection to making this name a little shorter. But, there is a basic difference between the other services and the service here and in the local circumstances in our country. That should also be borne in mind when a final decision is taken.

श्री सिंहासन सिंह : उपाध्यक्ष महोदय, यह जो संशोधन है वह विवादास्पद है और तब से मुझे और भी आश्चर्य हुआ जब से मैंने श्री मधोक के कथन को सुना है । वे मिक्स्ड एकानमी को सपोर्ट भी करते हैं और आपस में मुकाबला भी चाहते हैं । गवर्नमेंट के कारखानों और प्राइवेट कारखानों का मुकाबला भी चाहते हैं । लेकिन तब भी उनके विचारानुसार इसके अन्दर कोई बात है जिसके कारण वे इसका विरोध करते हैं ।

श्री बलराज मधोक : मैं एयरलाइन्स और रेलवेज दोनों का राष्ट्रीयकरण चाहता हूं ।

श्री सिंहासन सिंह : इसके लिए आपने कहा है कि इसमें कोई खास व्यक्ति का किसी कारण से लाभ दीखता है इसलिये आप इसके विरुद्ध हैं । गवर्नमेंट की जो मिश्रित अर्थनीति या मिक्स्ड एकानमी है मैं उसका प्रतिपादक नहीं हूं और एक तरह से विरोध

ही करता हूं क्योंकि दोनों साथ साथ नहीं चल सकते । जहां दोनों साथ साथ चलते हैं वहां पर जो व्यक्तिगत क्षेत्र या निजी क्षेत्र है वह सरकारी क्षेत्र को परास्त ही करता है और आगे भी करेगा । लेकिन शुरू से ही हमारी मिक्स्ड एकानमी हर तरह से चल रही है । रेलवे आज बिल्कुल सरकारी क्षेत्र है वहां भी थोड़ी थोड़ी छोटी लाइन्स हैं जो कि प्राइवेट क्षेत्र में हैं । शायद शहादरा में भी प्राइवेट लाइन ही चलती है । रेलवे का भी पूरा राष्ट्रीयकरण नहीं हुआ है छोटी छोटी लाइनें चलती हैं निजी रूप से । इसी तरह से आइरन ऐंड स्टील है वहां भी प्राइवेट सेक्टर चलता है, लोहा और कोयला की खानें हैं, वहां भी प्राइवेट सेक्टर चलता है। वैसे ही शिपिंग है, वहां भी प्राइवेट सेक्टर चलता है । अभी २२ करोड़ रुपये के लेन देन का जयन्ती कम्पनी का हल्ला उठ चुका है कि यह दिया जाय या न दिया जाय । शिपिंग भी वैसे ही है जहां पर प्राइवेट सेक्टर चल रहा है । हर ट्रांसपोर्ट में इसी तरह हो रहा है । सड़क ट्रांसपोर्ट में प्राइवेट सेक्टर भी है और पब्लिक सेक्टर भी है दिल्ली की बात छोड़ दीजिये । दिल्ली में जिस क्षेत्र को सरकार लेती है वहां वह प्राइवेट सेक्टर को नहीं आने देती । दिल्ली शहर में उसने रोड ट्रांसपोर्ट को लिया है, वहां प्राइवेट सेक्टर को नहीं आने देती, लखनऊ में नही आने देती, लेकिन आम तौर से जगहों पर बस सर्विसेज प्राइवेट सेक्टर में भी चल रही हैं और पब्लिक सेक्टर में भी । जहां जहां पर भी परिवहन योजनायें हैं वहां दोनों क्षेत्र साथ साथ काम करते हैं। एक का ही मामला ऐसा था जो कि प्राइवेट सेक्टर में मर रहा था तब गवर्नमेंट ने उसे ले लिया और उसको लेने के बाद उसके दो क्षेत्र बना दिये, एक अन्तर्राष्ट्रीय क्षेत्र और दूसरा राष्ट्रीय क्षेत्र ।

आज हम अन्तर्राष्ट्रीय क्षेत्र का नाम बदल रहे हैं। जैसाकि श्री माथुर साहब ने कहा कि अगर यह अमेंडमेंट आया होता कि दोनों को एक कर दिया जाय तो शायद हमारी सुविधा बढ़ती । दोनों को किसी एक गरज से अलग किया गया था और आज भी दोनों अलग हैं । अगर दोनों को मिलाया जाता तो शायद सुविधा होती और अच्छा ही होता, लेकिन वह अलग बात है । यह जो दफा १८ के अन्दर संशोधन करके यह प्राइवेट सेक्टर को दिया जा रहा है, उसका मैं केवल इस कारण समर्थन करता हूं कि अभी तक भारत के अन्दर चलने वाला जो हमारा एअर कारपोरेशन है वह सफल नहीं हो पाया है । अब बड़ी मुश्किलों के बाद गत बजट में, २ लाख या पता नहीं कितने का मुनाफा दिखलाया था और वह भी बहुत खींच तान कर दिखलाया था । यह घाटे पर ही चलता था । जहां जहां आप चलाते थे, वहां भी आपने बन्द कर दिया । भोपाल में बन्द हुआ, गोरखपुर में बन्द हुआ । बजाय इस सर्विस के कार्य क्षेत्र को बढ़ाने के आपके कारपोरेशन का काम कम कर दिया गया । किस कारण कम किया गया, यह आप जानते हैं अच्छी तरह से, मैं नहीं जानता । जहाजों की कमी हो या शायद किसी और चीज की कमी हो, या किराया अधिक हो और अधिक लोग उन पर न चढ़ते हों । आपके जहाज हैं लेकिन आप लोगों की मनोवृत्ति जहाजों की तरफ बढ़ा नहीं सकते । जहां जहां प्राइवेट सेक्टर के जहाज चल रहे थे वहां वहां आपने बन्द कर दिया । यहां एक कलिंग एअरलाइन्स है जो कि त्रिपुरा में जाता है, वह वहां लोगों की सेवा करता है जहां पर कि आप पहुंच नहीं पाते । कुछ और क्षेत्र थे जहां आप नहीं जाया करते थे उन्हें आपने दे दिया ताकि मुकाबिला अच्छा हो सके । कहा जाता है वह शायद कुछ बुरा व्यवहार करते हैं, क्या बुरा व्यवहार करते हैं, यह मुझे पता नहीं, क्या अंडरकटिंग वह कर रहे हैं यह भी मुझे पता नहीं । हमारे दूसरे भाई, कम्यूनिस्ट पार्टी के, श्री इन्द्रजीत गुप्त ने कहा कि उनकी शेड्यूल्ड लाइन है । दोनों आर्गूमेंट दो तरह के निकले । वे कहते

[श्री सिंहासन सिंह]

हैं कि भले ही वे नान शेड्यूल्ड हों लेकिन उनके टाइम टेबल छपते थे । अगर नान शेड्यूल्ड होते हुए वे शेड्यूल्ड रूप से गचलते थे तो किसी आधार पर चलते थे जिसके लिए आप कहते हैं कि बड़ी गड़बड़ी थी और खास परमिट पर चलते थे । अगर सही तरीके से ऐक्ट को हम मानते हैं और उनको भी शेड्यूल्ड मान लेते हैं तो अगर चोरी से या किसी के प्रभाव में आकर उनको चलने की आज्ञा दे रखी थी तो हम आज सही तरीके से और कानूनी रूप से उनको चलने की आज्ञा देते हैं तो हमें कहना चाहिए कि जहां हम छिपे रूप से काम करते थे वहां अब हम खुले रूप में काम करेंगे, और यह देश के हित में ही होगा । अगर इस तरह से आप सेक्शन को अमेंड करें और औरों को भी आने दें इस क्षेत्र में तो शायद देश में इसमें और भी बढ़ोतरी होगी ।

दूसरी बात श्री मधोक ने और कही कि ईश्वर न करे, शायद कभी लड़ाई का जमाना आ गया तो हमको जहाजों की अधिक जरूरत पड़ेगी । जहां तक अपने कारपोरेशन का सम्बन्ध है, वह जहाजों की संख्या नहीं बढ़ा पाता । अगर हमको अधिक जहाजों की जरूरत है तो इस जरूरत को पूरा करने के लिए भी जरूरी है कि जितने भी हवाई जहाजों को उड़ाने वाले और इस सेवा को लेने वाले आगे आयें, हमें उनको इस काम को करने देना चाहिए । उनके धन से एयर में उड़ने वाली प्रवृत्ति लोगों में पैदा होगी और अगर कभी कोई बात हुई तो नये जहाज देश के काम में लगेंगे । अगर इस तरफ भी खयाल किया जाय तो भी जरूरी है कि एयर कारपोरेशन के साथ औरों को हम चलने दें ताकि जरूरत पड़ने पर हमारे देश में जहाजों की कमी न हो । मैं कहना चाहता हूं कि जिस समय काश्मीर की घटना घटी थी उस समय शायद यह कारपोरेशन नहीं था, यह काम प्राइवेट क्षेत्र में ही था और उनकी मदद लेकर हमने सेना भेजी थी और उसने हमारी रक्षा की थी । इसी तरह से आज भी अगर प्राइवेट सेक्टर में यह काम आ जाय तो अच्छा होगा । लेकिन वहां आने के बाद अगर कारपोरेशन यहां बैठ कर उनको परमिट न दे तो यह ठीक नहीं होगा क्योंकि आप के हुक्म से ही उनके विमान चलेंगे । अगर आप खींचतान कर उनके विमान नहीं चलने देंगे तो वे कभी भी एअर माइन्डेड नहीं होंगे । जिस कंजरवेटिव स्पिरिट से या संकीर्णता से आज काम हो रहा है अगर उसी तरह से आप उनको काम नहीं करने देंगे तो काम नहीं चलेगा । अगर आप प्राइवेट सेक्टर को परमिट देना चाहते हैं तो खुले दिमाग से दीजिए । जो हमारे प्राइवेट सेक्टर के काम करने वाले हैं वे सब गवर्नमेंट के रुपये से काम करने वाले हैं । पर यदि वहां परमिट का सवाल पैदा हो और एयर कारपोरेशन उस के बीच में भी आ जाए तो काम नहीं चलेगा ।

मैं फिर अपने डिप्टी मिनिस्टर साहब का ध्यान दिलाना चाहूंगा खास तौर से गोरखपुर की तरफ । उसकी ओर कई बार ध्यान दिलाया भी गया है । वहां पर आपने इस एअर सर्विस को बन्द किया और एअर स्टेशन बना दिया । वहां पर लाखों रुपये खर्च कर दिये, आपने वहां बिजली का भी इन्स्टालेन कर दिया, लेकिन एअर फ्लाइट को बन्द कर दिया । मैंने पूछा कि आखिर यह दुतर्फा पालिसी क्यों ? एक तरफ तो आप उड़ान बन्द कर रहे हैं और दूसरी तरफ बिल्डिंग बना रहे हैं। तो मुझे जवाब दिया गया कि यह काम दूसरे का है । बिल्डिंग बनाने का काम दूसरे का है और हवाई जहाज उड़ाने का काम दूसरे का है ।

Shri Mohiuddin: I never said so.

श्री सिंहासन सिंह : जो आप का बिल्डिंग बनाने का विभाग है वह अलग है और एअर

कारपोरेशन अलग है। जब मैं बिल्डिंग विभाग वालों से मिला तो उन्होंने मुझे बतलाया कि स्टेशन बनाने का काम हमारा है, हम हवाई स्टेशन बनाते हैं और अब यह कारपोरेशन पर है कि वह विमान उड़ाये या न उड़ाये। एक तरफ तो एरोड्रोम बनता है और दूसरी ओर कारपोरेशन विमान उड़ाना नहीं चाहता। उस में प्राइवेट लोगों को उड़ाने दिया जाये। अगर उस में प्राइवेट लोगों को भी नहीं उड़ने दिया गया तो उस में जंग लग जायेगा। जिस बिल्डिंग में चिराग नहीं जलता, वह अगर नई भी हो तो भी गिर जाती है। यह खुशी की बात है कि इस एअरोड्रोम को सेना ने ले लिया है, लेकिन अगर सैनिक विभाग ने भी लिया है तो क्या उस में कुछ सैनिक आयेंगे? सैनिक हमेशा सैनिक विमानों पर ही नहीं आयेंगे। उन के आने जाने के लिये और हवाई जहाजों की व्यवस्था होनी चाहिये। गोरखपुर में एक फर्टीलाइजर फैक्टरी बन रही है। वहां पर जापानी लोग आते हैं, उन का कहना है कि उन के लिये हवाई जहाज की सर्विस नहीं है और इस की बड़ी दिक्कत है। यूनिवर्सिटी वहां है, रेलवे हैडक्वार्टर्स वहां हैं। इंजीनियरिंग कालिज वहां बनने जा रहा है। ये सब चीजें वहां हैं लेकिन आपका कारपोरेशन वहां से अपने हवाई जहाज नहीं उड़ाना चाहता।

15 hrs.

श्री हरिश्चन्द्र माथुर: ऐसा तो जोधपुर में भी है।

श्री सिंहासन सिंह: जोधपुर में भी बहुत पहले यही हुआ था।

तो मेरा निवेदन है कि अगर आप गोरखपुर से अपने हवाई जहाज नहीं उड़ाना चाहते तो प्राइवेट कम्पनी को ऐसा करने की इजाजत दीजिये ताकि वह वहां से अपनी हवाई सरविस चला सके। न तो आप स्वयं इस काम को करते हैं और न दूसरों को करने की इजाजत देते हैं। इसलिये मेरा अनुरोध है कि इस ऐक्ट के पास हो जाने के बाद अगर आप खुद गोरखपुर से हवाई सरविस न चलाना चाहें तो किसी कम्पनी को ऐसा करने की इजाजत दे दें। ताकि वहां आने जाने की सुविधा उपलब्ध हो सके और वहां का काम आगे बढ़ सके।

इन शब्दों के साथ मैं इस अमेंडमेंट का समर्थन करता हूं। लेकिन मैं देखता हूं कि मंत्री महोदय अपना सिर हिला रहे हैं जिस के मानी हैं कि वह किसी और को यह काम करने की इजाजत नहीं देंगे। तो फिर यह अमेंडमेंट करने से फायदा क्या?

उपाध्यक्ष महोदय: आप उन के सर हिलाने की परवाह न करें, अपनी बात खत्म करें।

श्री सिंहासन सिंह: मैं खत्म करता हूं: लेकिन अगर वह खुद यह काम नहीं करना चाहते और दूसरे को भी करने की इजाजत नहीं देना चाहते तो क्या श्री मधोक के शब्दों में यह काम किसी व्यक्ति विशेष के लिये किया जा रहा है।

Shri Prabhat Kar: After having heard the speech of my hon. friend Shri Harish Chandra Mathur and also those of the other hon. Members who have spoken on this, I feel that the most important point at issue in this Bill is whether the amendments proposed to be made through this Bill go against the spirit of the Industrial Policy Resolution or not. My hon. friend Shri Indrajit Gupta said that it went against the spirit, of the Industrial Policy Resolution. Taking the two together, I would say that it goes against both the letter and the spirit of the Industrial Policy Resolution, 1956.

While I was hearing the speech of the hon. lady Member who spoke, I was just wondering whether we were discussing today what should be our economic policy for the future. But she forgets that we have already adopted the Industrial Policy Resolution in 1956, and she was a Member of this House at that time.

An Hon. Member: She was not.

Shri Prabhat Kar: I think she was a Member in 1956. At that time, the question of allowing competition, and allowing the private sector to grow along with the public sector etc. was discussed.

Mr. Deputy-Speaker: It is now past 3 p.m. We shall have to take up the motion regarding the Report of the Hindustan Machine-Tools Limited now. Would the hon. Member like to continue tomorrow?

Shri Prabhat Kar: Yes.

Mr. Deputy-Speaker: The hon. Member may continue his speech tomorrow.

15.03 hrs.

MOTION RE: ANNUAL REPORT OF HINDUSTAN MACHINE-TOOLS LIMITED

Shri D. C. Sharma (Gurdaspur): I beg to move:

> "That this House takes note of the Annual Report of the Hindustan Machine Tools Limited for the year 1959-60 along with the Audited Accounts and comments of the Comptroller and Auditor-General thereon, laid on the Table of the House on the 4th August, 1960.".

While I move this motion, I suffer from one big handicap and it is this namely that though I am going to discuss the report for the year 1959-60, the report for the year 1960-61 has also been laid on the Table of the House. Unfortunately, the report for 1960-61 was laid on the Table of the House only recently, that is, a few days ago, and, therefore, I could not include it in the motion which I am making today. But when I compare the report for 1959-60 with the report for 1960-61, I feel that the pattern of working and the pattern of development and the motivation for working and the motivation for development are the same. The Hindustan Machine-Tools Limited has forged certain rails, and on those rails it is running. Unless something new happens, I think that this factory, in spite of the fact that it has made a few experiments, will be a kind of a stereotyped factory after some time. It is not so just now, but it settles down to be like that, because all Government Departments evolve something, and having done that, they find it so difficult to make a departure from the lines of development they have laid down or from the lines of advance that they have adopted. That is what usefully happens. I hope that the Hindustan Machine Tools Limited will not get into a rut after some time but will go on doing things in the way in which it has been doing things upto this time, that is to say, that it will show plenty of scope for new ventures, plenty of room for new developments and plenty of initiative and spirit of adventure. This is what I feel. I only want to sound a note of warning that it should not fall into that kind of trouble or that kind of activity which leaves no room for further initiative.

The industrial map of India is a map of which any country can be proud. When I look at this map as a citizen of India I feel very happy. I feel especially happy about that part of it which is called the public sector. If I were to describe the two sectors in terms of colour, I would say that the public sector is the white colour and the private sector is the grey colour. But I am concerned at this time only with the white colour. I feel that our public sector has moved with a speed which cannot be parallelled in any other country of the world. It has developed a spirit of dynamism which is very remarkable. It has shown the capacity for new ventures which are really remarkable.

The public sector of the industrial map begins from Kashmir and goes down to Cape Comorin. It is to be found in Assam and all other parts of India as well. I am glad that my State also has some share of it,

though I think that the city of Banglore happens to be the most favoured city in the whole of India. I am not quarrelling with it; I am not quarrelling with the fact of that city being the most favoured city. Anyhow, it made some kind of good showing, and, therefore, I feel that it is all right. But I would like to ask the Minister why it is that one city should have the glut of these public sector undertakings. People in this House and outside want that so far as the public sector is concerned, it should be dispersed all over the country. I do not want to go into a controversy with regard to regions; I do want to dilate upon the merit of some State as compared to that of other States; I do not want to do anything of the kind; I do not want to fall a prey to regionalism or localism or anything of the kind. But I do want to know why it is that this city of Bangalore has got so many public sector undertakings and why there are still some more projects which are going to be located in that City. I have no quarrel with that City. I like that City. But my feeling is that after all, there is some kind of saturation point so far as this development is concerned when confined to one particular locality. I think the City of Bangalore has reached that saturation point. I hope the Government of India will think of some other cities also where some of our public undertakings can be located.

So far as the Hindustan Machine Tools Limited is concerned, I think it will be very ungrateful on the part of any citizen of India to say anything uncharitable about it: I feel that of all the public undertakings. the Hindustan Machine Tools Limited has given a very good account of itself. It has grown, and grown to lusty and vigorous manhood in a very short time. I feel happy that it is one of those public undertakings which are expanding and are evolving. Therefore I feel that the Hindustan Machine Tools Limited deserves as much praise as can be given to any human institution.

I ask myself this question: why are not our other public undertakings like the HMT? Why do not our other public undertakings show much good results in such a short time?

An Hon. Member: Locate them in Bangalore.

Shri D. C. Sharma: Why do they not develop and grow like HMT this public undertaking? Perhaps the climate of Bangalore is congenial to this factory in some mysterious way and it is not so congenial to other factories in some mysterious way. This is something which is beyond my comprehension and the comprehension of anybody. But I would like that all public undertakings should make as good a showing as the Hindustan Machine Tools Limited has done.

Now, I feel that the Hindustan Machine Tools—I am referring to the 1959-60 Report....

The Minister of Industry (Shri Manubhai Shah): Have you got a copy of the 1960-61 Report?

Shri D. C. Sharma: I have got a copy of that. I also know what is coming in the 1961-62 Report. I also know what is going to come in the 1962-63 Report. I know all that. You need not be so generous to me because you always try to be generous without being generous.

Mr. Deputy-Speaker: He, Might address the Chair.

Shri D. C. Sharma: I was submitting very respectfully that the Hindustan Machine Tools factory after providing for depreciation, after paying interest on loans, after paying wealth tax has still a balance. From that balance, if you deduct the development rebate etc. there is still some kind of profit to show. I do not know about other public undertakings. I think the Minister of Commerce and Industry will be able to tell me how many of

[Shri D. C. Sharma]

these public undertakings are making a profit. If this factory is making a profit, how is it that other public undertakings are not making a profit? I think the country wants to know this from him.

It was said by some persons some years back that the Japanese were very mechanically inclined and that Indians were not trained either by education or by environment or by tradition to be well-versed in the art of machines. But I believe this Machine Tool factory has given the lie to that presumption which was trotted out by some persons. I remember when I was a member of the Estimates Committee at one time during the First Lok Sabha, one day we had called the Director or some other official of the Hindustan Machine Tool factory for examination. I found that even the Director who was not so very well trained so far as the mechanical side was concerned, knew so much about it.

I find that machines are being produced there and sold not only in India but also abroad. Of course, some of them are bought by Government and corporations, but the machines have also found a market so far as non-government and non-corporation sectors are concerned. All these things show a great deal of improvement. But the most remarkable thing is that this company has been able to double its capacity with the help of its own financial resources. Why cannot this happen in the case of the Hindustan Shipyards? Why cannot this happen in the case of other public undertakings? That is the problem.

This factory has embarked on this expansion scheme out of its own earnings. It has built stores buildings, machine shops, assembly and despatch shops and a foundry. It has done all this and in addition doubled the capacity of the factory. Nearly two-thirds of the number of machines required for the doubling of the factory will be supplied from the company's own production of lathes, milling, machines, radial drills, grinders and other machines.

Therefore, it has not only provided capital but it provides other things. I am very happy to find in this Report that the production has been given month to month. I wish this pattern should be followed by other undertakings also. Perhaps it may not be possible to do so in the case of all undertakings, but it would help us to judge the performance of any public undertaking if we are told how the production figures stand not only at the end of the year, but from month to month. This is something about which I feel very happy.

I also think that the company has kept the quality of its machines at a fairly good level. Of course, in the report it is said that the quality of the machines has been maintained at the highest level, and that the machines are giving satisfactory service to the customers. Of course, it is like self-praise, and I think the report is well justified in this kind of self-praise and in congratulating itself. The directors cannot be the judges of the quality of their own things, and though I doubt very much if the quality has been maintained at the highest level, I think the quality has been fairly satisfactory. I wish in a report like this the directors avoid such extravagent estimates of their own performance. They should not try to give a pat on their own backs, and do so in a manner which is not very good. I find that other reports suffer from a kind of under-statement, but this report suffers from a kind of over-statement in some particulars. I feel that the reports should always give us a correct estimate of whatever has been done. I feel that superlatives should be avoided in a report of this kind. But I find that the gentleman who has drafted this report has been quite liberal in the use of superlatives. Anyhow, I think that this report shows us that the quality of things has been satisfactory, and I hope that as

time passes, it will improve, because if the quality is already at the highest level, I do not know what is to be done in future. Either it will go down or it will perhaps go up, but it cannot go higher than the highest. Therefore, I think there is something to be said against this kind of unlimited use of superlatives in this report.

Of course, I find that machine tools have got a good market, but the market that they have before them is very big, and I wonder if this machine tool factory can supply the needs of the market that is available in India and that perhaps may be available in some countries after some time. I read in the newspapers that the Ministry was thinking of building two such machine tool factories, one in Andhra and another in Punjab. I think that the Minister of Commerce and Industry visited Pinjor Gardens near Kalka, and being overcome by the beautiful landscape of the gardens, he made a statement that he was going to start a factory in Kalka also. I would like to know from him whether that statement was the result of the beautiful landscape of the gardens there, or whether it had some kind of factual basis. If it has some factual basis, I would like to know what has been done so far as the factory at Kalka is concerned, and also so far as the factory in Andhra is concerned, because I feel that this country needs many more factories of this kind.

So far as production is concerned, I think the factory has given a good account of itself, but when I come to labour relations, I feel very unhappy, because even though the report has under-stated the tension that existed between labour and management at one time, it cannot be denied that for some time the relations between labour and management were not very happy. Who is to blame for that? Of course, the Government says that labour was not justified in resorting to strike and this and that. Then the matter was referred to the Labour Minister of the Mysore Government, then it was referred to the Industrial Tribunal. All these things are given here. All these things are said in order to justify the stand taken by the Government in this factory. Of course, there may be some justification like that, but I feel that in a factory like this where the workers are giving such a splendid account of themselves, where they work hard doing things which have not been done in India so far, where they are showing mechanical skill in a very excellent manner, the workers should have no grouse on any account, no trouble on any account. Here the relations should be the best, so that the labour-management relations here can become a model for other factories to follow. Unfortunately, that was not the case. Now I think there is no trouble, but once trouble is there, I think you cannot guarantee that it will not recur. I wish the running of this factory had been very smooth so far as labour-management relations are concerned, but unfortunately that has not happened.

Of course, there has been increase in the wage level, there has been some provision for incentive bonus, uniforms have been given, there is night shift allowance, there is also a scheme for training. All these things are there, and I do not understand why in spite of all these things there should have been trouble. Why should not there have been better relations between the management and the workers? I hope the Minister will explain what this trouble was due to and tell us that such troubles, as far as it is humanly possible, will not recur again.

Of course, the workers are given houses and all that kind of thing, but I would like to know how many houses have been built so far, how many workers are without houses, whether the houses built are enough for all the staff, whether they are workers, assistants or officers; if not, what plan the Government has for supplying houses to all these workers.

[Shri D. C. Sharma]

I would also like to ask the hon. Minister whether the medical facilities that are being provided are adequate. Is a 20-bed hospital enough for so many workers? If it is not enough, I would like to ask whether there is any plan to expand this hospital.

Now, all these things show that the Hindustan Machine Tool Factory has given a good account of itself. It has also set up an industrial estate which is meant for ancillary industries I am very happy to find that. I would like to know how far this industrial estate has progressed. I think the Managing Director wrote in one of the Indian newspapers that this was going to have a three-phased plan. I would like to know whether all the phases have been completed or whether some of them have yet to be completed.

When the Prime Minister visited this factory some time ago he was given a watch, I think the first watch manufactured here. He felt very happy. So do we feel very happy. He was also pleased to remark that the HMT has given a gift to the nation in the sense that it has doubled its capacity without getting any subsidy or loan or anything of that kind from Government; and it has done so out of its own resources. I think when the Prime Minister feels so happy we have all reason to feel gratified by its performance. But I find that the 1960-61 report is not as full as the 1959-60 report. I wish the report had been fuller.

In this connection, I would like to draw the attention of the Minister to the reports of the Atomic Energy Establishment. I feel that the reports of the Atomic Energy Establishment. are models because they give as many details about the Establishment as possible. (*Interruption*). I know the hon. Minister is trying to brief somebody to reply to me; but that does not matter. The reports should be as full as the reports of the Atomic Energy Establishment. I find a tendency on the part of the reports of the HMT to get thinner and thinner. The 1959 report is full; the 1960 report is less satisfactory and so on. Of course, there are some graphs in it and much more pictorial representation.

One of the things that makes me happy is that this factory is now a model of cent per cent Indianisation. We began with Swiss technicians; and even now we have some technicians. But, on the whole, we are now going without any foreign technicians. It is said about the Japanese that they never import the same machine twice and they never borrow the same technique twice. I think this factory is also an instance of that; and I think it has done remarkably good work in this line.

I would like to say one thing. So far as these reports are concerned they may have photographs of the Prime Minister because he is leading the whole nation; but the Minister-in-charge of that particular thing should not figure very much in the report in the way of photograph. We all like to have our own photographs; but I feel that it is not right that the Minister-in-charge should have his own photographs in this report. (*Interruption*). I know that my hon. friend is opposed to everything.

Mr. Deputy-Speaker: The hon. Member should continue to address the Chair; why should he enter into private conversation?

Shri D. C. Sharma: What am I to do, Sir? These two gentlemen are talking all the time.

Mr. Deputy-Speaker: Do as you wish to be done; because the hon. Member always resorts to such things.

Shri D. C. Sharma: No, Sir. They always distract my attention. It is not becoming that the Minister-in-charge should have his own photograph reproduced in the reports of the various undertakings run by him;

It is an example which, I think, is not very healthy and wholesome.

On the whole, I feel satisfied with the performance of the HMT and I want other public undertakings also to do the same thing. I hope that this HMT will have its progeny in every State of India. After all, we are getting more and more machine-minded; we are having more and more use for these machines. And, it should now be possible to produce not only the machines of the kind that are being produced in the HMT but also other types of machines. As we are thinking of having a fertiliser factory in every State, so, I hope, we shall have a machine tool factory in every State. As we are trying to build a dam in almost every State—and in some States more than one—we should have a machine tool factory in each State.

One thing I want to mention is that the facility for training should be made available not only to the workers working in the factory but to others also, if possible. I feel that training of this kind will be very helpful to our nation. If the school can be expanded in such a way that training can be given to those persons also who are not workers there, it would be very good.

While I congratulate all the persons who work in this factory, I congratulate most of all the workers. It is remarkable that in a short time they have picked up all the complete intricate, difficult and delicate details of this machine building. I do pay a homage to all these persons for having done that; and I feel that if our workers are so quick to learn things which are difficult, India need not be afraid of facing this machine age. I feel our workers will make us more and more machine minded and will see to it that we are able to build machines which will be remarkable for their precision, for their quality, for their utility and for their performance.

Mr. Deputy-Speaker: Motion moved:

"That this House takes note of the Annual Report of the Hindustan Machine Tools Limited for the year 1959-60 along with the Audited Accounts and comments of the Comptroller and Auditors General thereon, laid on the Table of the House on the 4th August, 1960.".

Shri Harish Chandra Mathur (Pali): Mr. Deputy-Speaker, Sir, at the very outset I wish to say that I cannot subscribe to the views expressed by my hon. friend when he said that the Prime Minister's photo should appear in all these annual reports. I do not believe in this personality cult which he is preaching. Those people who are in the field of work should have their photos appearing in their own spheres and that only would be correct. This is not a line where we have to teach the personality cult. There is also no justification for my friend to have given any warning to the management of that factory on any account. I think his apprehensions were wholly unjustified when he says that this factory might become stereotyped. It has given ample evidence of dynamism and this is one of the public sector factories about which the entire nation feels proud. I am not repeating what is there in this report. All the facts and figures are there. My friend had spoken for forty minutes. We all know how exceedingly well this factory has done.

There is a certain apprehension, certain doubt, in the country as to whether the profits made in this concern are because of the price structure. Certain engineers did mention to me that the price of the machine tools produced here is higher than the price of the imported stuff. In this 1960-61 report a chart is given which indicates clearly that almost all the machines manufactured here are being sold in this country at prices lower than the landed cost of these machines. But I want to know whether it includes our increased

[Shri Harish Chandra Mathur]

customs duty and all the various taxes and thus represents an inflated price structure in comparison to which we sell our machines a bit cheaper. I want to know whether it is true of all our products or not. This point may be clarified by the hon. Minister.

I find from the report that they have put an industrial estate there. I had visited Bangalore and this place. Instead of putting it up in Bangalore itself, it would have been far better if it had been put up somewhere even in the Mysore State, in certain backward area. There is no reason why we could not have a dispersal of industry even if we have to have a strong unit to support the industrial estate.

15.43 hrs.

[PANDIT THAKUR DAS BHARGAVA *in the Chair*]

The industrial estate could be in a place in Mysore itself where development is yet to come about. There is again a tendency for centralisation of these smaller units round about large units because of so many facilities. Even small units which are to feed the larger units will naturally like to be near that unit and certainly within that particular town. If we are serious about the dispersal of the industry in cases where we are putting up industrial estates to feed a large industry we can afford to have them at some distance and give the technical know how to the people of that area and promote the industrial growth of those areas. This factory is putting up a project to manufacture 3,60,000 watches. I do not see why we could not have industrial estates dispersed all over the country to feed this particular project. That will take the edge of the argument of my hon. friend that there is concentration of the public sector in one place. It is a natural tendency; it is not applicable to Bangalore alone. If you go to Durgapur there would be certain distinct advantages so that the small-scale industries will go round about that phase. We hear so much about small-scale industry in Japan. But even there, in Tokyo itself, there are more than 60,000 small-scale units which grow round about the various industrial units in Tokyo. The same is bound to happen in this country. So, it is our anxiety to have a dispersal of the industry and we want to give incentives so that the industries may get dispersed and all areas may come up. That will never happen until and unless a lead is given by the public sector enterprises in putting up industrial estates, not round about a particular unit in that locality but dispersed all over the country. There is scope for such industrial units being dispersed especially by this factory. A number of industrial units may be established all over the country and they may be able to feed it. There are certain disadvantages in certain matters because of transport. But for a watch factory it would not be difficult at all because very little of transport is involved. It is only the lightweighted industries that could be easily dispersed; their whole production programme could be so streamlined that there could be no difficulty about it.

Now that we have the technical know-how of so many machine tools which are being manufactured in this factory, I would like some light to be thrown about the supply position: whether the delivery time is not a year to a year and a half and even two years in certain cases. With the tempo of industrialisation going up in the Third Plan, the delivery position would be worse still. Even now we are compelled to import a large number of our machines, even for the small-scale industries and they can certainly be manufactured in this country. The MHT has done exceedingly well; it has expanded itself out of its own resources. But it cannot expand beyond a particular limit and it cannot cater to the entire needs of

the country. I do not think that it is the correct solution to put one unit here and one more unit somewhere else. Why cannot you give to each State a unit for the production of some of the types of machine tools produced by MHT? They may be subsidiaries of the MHT. I do not want it to expand itself in its present location, all the time. It must have a subsidiary factory in almost every State. It is not necessary that each factory should manufacture all that is manufactured in HMT. We can select 3, 4 or 5 of the machine which could be manufactured in Rajasthan another 3 or 5 which can be manufactured in Andhra and another set of five somewhere else. Five other machines could be manufactured somewhere. Thus, we must have an economic unit. With all the experience that they have got, they could certainly have a plan in a manner that we put up these machine tools at other places; instead of having them at one place, we could put up subsidiary units all over the country.

I would also like to know from the hon. Minister the position regarding the technical know how. I would like to know whether the technical know-how of this factory is yet a secret which could be negotiated only by certain parties wherein they have got to enter into certain special agreements, or it is an open secret for the entire country and anybody can go and learn the technique and establish a factory for the manufacture of these machine tools which are being manufactured here now. Instead of our getting into agreements with foreign concerns and foreign firms for the manufacture of the machine tools, and our trying to get various foreigners here for this purpose, can't this factory, at least to the extent to which it has acquired knowledge, give the benefit of its knowledge to the entire country? Why need I go and enter into an agreement with any firm or corporation in Japan, United Kingdom or the USA for the manufacture of high precision lathes, milling machines, radial drills and lathes, etc., which are manufactured in this factory? I would like to know what the policy is: whether we are giving licences to foreign firms and inviting them and permitting them to put up various factories or not.

I am not against foreign knowledge or knowhow. We must have an absolutely open mind. I do wish that wherever technical knowhow is necessary, we must have foreign guidance. I also know that it is not just one type of high precision lathes or machines. There are various machines. I want to know whether the entire country is taking the fullest advantage of our technical knowhow on which we have worked with full satisfaction and whether we have cent per cent Indian personnel, and whether they can train a number of engineers here and enable them to establish various units all over the country.

I congratulate the management of this concern on their excellent performance. They have certainly blazed a new trail in the country. They have given us an opportunity to stand up and say how well the public sector is functioning. There has been a lot of criticism about the functioning of the public sector and it has been pointed out during the elections also that most of the units have not given even half a per cent profit. My hon. friend who initiated the discussion on this motion also mentioned why all other units were not doing equally well. But all Members in this House also do not do equally well, and it is not possible that all units in the country could do equally well. However, I am able to say that by and large, public sector enterprises are coming up well, with the exception of a few public sector enterprises where we have certain difficulties and teething troubles. I have no hesitation in admitting and confessing that certain public sector industries which have been doing very well for sometime have also fallen on bad days. But I think it would be possible for the hon. Minister to say that many

[Shri Harish Chandra Mathur]

of the public sector enterprises have now come up and are standing on their legs and are doing very well. This Machine Tool Factory has certainly given an excellent performance by itself, but I hope that it will definitely inject a certain optimism and a new hope also into the other public sector enterprises. It will serve, I hope, as a good example, and that all other public sector enterprises will have to follow the same good example which has been set by this factory.

I would like to express our deep gratitude to the workers and to the management of this factory. They do deserve a word of cheer from this House for the really excellent performance which they have shown. I wish that the hon. Minister takes a personal note and uses his personnel dynamism in bringing about the full benefit of the knowledge of this factory to the entire country. I hope in the next report we will have something which will throw up the country into cheers and that we will be able to find that they have a programme and a project for the establishment of quite a few industrial estates which will be associated with the Hindustan Machine Tools.

There are quite a number of things by which ancillary industries could grow. There are quite a number of items which could be manufactured by the Hindustan Machine Tools themselves. I want that they should give a good example in establishing the industrial estates. I hope that they will also make a success of this most important programme of ours, regarding the dispersal of the industry. It might be a little inconvenient to them in the beginning. It may appear that it is not so economical, but we have a larger social purpose to serve. They are making good profits. It would not matter if they have to spend a little more in fulfilling that social objective regarding the dispersal of the industry and giving the full benefit of the technical knowhow to the entire country.

Shri Manubhai Shah: Mr. Chairman, I am very grateful for this opportunity to place before the House the working of the Hindustan Machine Tools in particular and what hon. Members have rightly pointed out themselves, namely, the working of the public sector in general.

Having been connected with the public sector actually for a long number of years, and having had several occasions to speak before this august House on different motions concerning the working of the corporate bodies in the public sector, I have no hesitation at all in saying that, by and large, most of the units in the public sector have been a remarkable performance during the past several years of their functioning. What is necessary perhaps in judging these gigantic projects in the public sector, of vast dimensions and magnitude and colossal investment, is the first few years of gestation which any unit, whether in the public sector or the private sector, whether managed departmentally or by a corporate srtucture, has to spend in the first place. When a heavy industry like this is coming up for a few years, the structures take time to come up. The men behind the tools and equipment and the plants have to be trained. The management has to acquire the art of mass organisation and a remote control, and standardisation of skill, function and expertise have to be acquired by a very large number of personnel. All these factors contribute, throughout the world and not only in India, to this period of gestation. This period, fortunately in India, with the experience that we now have in the gigantic public sector, is contracting itself, and within two or three or four years of the projects going on stream, practically every unit in the public sector has been able to show satisfactory commercial, technological performance.

When I say this, I am speaking with information and also the full background of the knowledge of the criticism that has been levelled both by our friends in the private industry, sometimes by our intellectual critics abroad and in the country and sometimes by some hon. Members in this House.

16 hrs.

Shri Sharma rightly asked why the performance of Hindustan Machine Tools is not repeated by others. I would draw attention to the performance of Hindustan Antibiotics, which is one of the five projects listed by the Khandubhai Committee on Presidential Awards to the public sector projects, which have done remarkably well during the last year. There are many projects which have earned the awards of merit, which the President was pleased to sanction for all those public sector units which have come up to a norm of performance. As a matter of fact, the position in most respects is satisfactory to that extent that I have to name only those few who have not done well. That is the real problem.

Take, for instance, the Hindustan Cables. Let any Chartered Accountant or any team of technical experts or expert body or any hon. Member of the House interested in this factory go into the matter and they will be assured that Hindustan Cables have done very satisfactorily.

The two units of Hindustan Insecticides, one here and another in Kerala, also have given a very good record of performance. The National Instruments Factory, which has running more or less as a disorganised factory, as part of the mathematical department of the old British Government, was taken over in the public sector. It has been organised and the shape of instruments manufactured there has been completely transformed. Even though it started with heavy backlog of minuses and deductions, it is gradually picking up and showing positive results and profits.

The Nahan Foundry, which is a very small unit in the public sector has turned the corner for the last four years and is showing good performance. Among the new units, the Bhopal heavy electric unit, which is and has been facing some trouble in the past in regard to labour relationship, in spite of the difficulties, has been showing very satisfactory results. The Indian Telephone Industries, the Internal Coach Factory at Madras, the Chittaranjan Locomotives in the eastern part of India and several of the other units in the public sector are showing very good performance. I know all of them perhaps more intimately than any others and I can say this without any fear of contradiction and assure the House and through the House the public of India that the public sector in India has not only come to stay, but it has given good performance and will continuously to be on the march. There need be no fear of complacency coming in at all, because this is a dynamic world where modern techhnology is advancing at a very rapid pace and we have to be eternally vigilant to see that the public sector gives good performance.

There have been a few lapses. For instance, take the Sindri Factory. We are not ashamed to acknowledge it where some weakness might have crept in. There were some difficulties there due to the technological background of such a gigantic venture, with which our experts, our administration and our public are not very familiar. Even in the private sector in the fertiliser industry, these problems arise due to defective raw materials or non-supply of certain essential basic things from long distances, etc. But I may recall for the consideration of the House that before three years, when Sindri got into this difficulty, it showed record performance over the last 7 or 8 years and produced fertilisers of international standard at comparable prices excluding even the rated capacity.

[Shri Manubhai Shah]

The Nangal Factory is coming up to satisfactory norms of performance and heavy water is being produced for the first time in India and perhaps in the East in this project. What I mention is that in judging the public sector, while we want no quarter or charity or special consideration because of pure ideological considerations, this House has been keeping a constant watch on the public sector custodian of public good and public investment of such a colossal nature in these projects and these projects have in turn given such satisfactory performance as to justify the continued confidence which the public of India and this House have been reposing in them.

I may also refer to some very bitter criticism which appears sometimes. I can give the example of the factory in Nepa. Nepa was not a factory which was designed by this Government in the public sector. As the House knows, it was sponsored by the private sector, badly designed, badly located and based on wrong raw materials. Then it had to be given assistance by the local Government. But when we found that even then it could not function, we took it over in the public sector. In the last three years, from negative loss it is showing positive profits. I have no doubt in course of time it will give more satisfactory results as far as the quality of the product is concerned. It is based on such raw materials which have been never considered successful throughout the world for the manufacture of newsprint. In our expansion of the Nepa factory from the present capacity of 100 tons to 200 tons, we are going to see that most modern raw materials may be employed if they are readily available. we are trying to investigate that and then the newsprint is likely to be of very good quality, if not the best quality in the world. This narration on my part has become necessary becaused the mover rightly pointed out that the example of HMT should be repeated and that should be more or less the yardstick by which should function and justify themselves.

About themachine tool industry itself, it is one of the most basic and important industries, because it is the mother of industrialisation. Through the machine tool, the machinary is built and the machines produce the consumer goods and other products used as raw materials or components by industries. The policy, therefore, has been to widen it and not to make it stagnant. There is no fear of this factory or its units getting stagnated or stereotyped. As a mater of fact, in the 1960-61 report, it had been made clear that new seven collaboration agreements for diversifying the production of machine tools produced in HMT have been entered into and most of them are already on the floor, being produced locally to great advantage.

The reason why the second machine tool factory was established in Bangalore itself was that we were still short of high competent expertise required for the manegerial personnel. The requirements of this country for machine tools are so hard pressing that in a certain compass of time we want to have the maximum production with the minimum over-stretching of leadership at the top. I should say our confidence has been justified, but as the hon. Member pointed out, we cannot overstretch them beyond a Particular point.

Therefore, the third unit has been designed in what I may call the pioneer of industrialisation in this country, *viz.*, Punjab. Punjab is a great State of our country, which is in the vanguard of the industrialisation of thic country, having the largest skilled man-power anywere in this country and perhaps anywhere in the world. Therefore, we have selected 900 to 1000 acres near Chandigarh, between Chandigarh and Kalka. The place was not selected because some Minister went there to see the Pinjore Gardens. It is, of course, always a pleasure to go to the Pinjore Gardens, but our

technical experts who visited the whole of Punjab found this area to be the best. The land has been acquired; the management has been appointed. Bungalows have been hired from the Punjab Government. The machinery has been ordered and the progress is so satisfactory that we will be building up the factory perhaps a little earlier than the scheduled programme with our collobarators, Messrs LIMEX, the East German firm.

The fourth factory has been designed at Hyderabad. The reason is, the old Nizam Government had a nucleus in Praga Tools, which was dwinding completely. It was not good from any standard, but there was a nucleus which could be developed to advantage. The skill was there. A little more investment, better technology and better management would be giving the maximum results. Therefore, the fourth factory has been designed and is already coming up. The Polish, some German and British collaborators will be assisting us in the manufacture of various types of machine tools on a new piece of land where we will put up a standard HMT type of unit in Hyderabad in Andhra State.

This also is not the whole picture of the machine tool industry because, as hon. Members rightly pointed out, this is the most vital sector of our national economy. Four units have been planned, and it is our intention that we should plan still more number of units in practically as many parts of India as possible.

Pandit K. C. Sharma (Hapur): Including U.P. also.

Shri Manubhai Shah: U.P. is always there. Heavy Electricals have been put there, the Antibiotics is there, very many factories are coming up in every part of India, including U.P. It is our intention, as rightly pointed out by hon. Members, that as many factories in as many States as possible may be planned in the years to come.

The fortunate part of this industry is that it is, even with quite reasonable prices, a good profit-earning industry. I may not call it a high-profit-earning industry, but it certainly yields good returns. More than the returns, the reserves and depreciation fund show a tidy sum. Therefore, it is right, as the Prime Minister stated, that the second factory was a gift to the nation by the HMT. The third factory may not be entirely a gift, but much of the resources for it will come from the saving of the fund created by the HMT itself.

We are thinking of one more unit, entirely export-oriented, and we are trying to locate it at a suitable place. we want a machine tool factory in the public sector. It may be near a port or may be somewhere which may be congenial for maximising export, because we are told that there is a good world market for some of the machine tools that we were manufacturing, and we are going to further manufacture and we are going to further plan. That factory will be entirely oriented for export and will be designed as early as possible in the public sector.

Over and above this, there is a demand from practically every State to have a machine tool factory of its own and, if the State sector or even the private sector or any sector wants to put up machine tool factories, as my hon. friend, Shri Mathur rightly pointed out, we are prepared to advance technical know-how from HMT, Bangalore, and other HMT units to the maximum ability so that all the entrepreneurs in the public sector or State sector and the private sector get the fullest advantage of this very wholesome and beneficial activity in the public sector.

Another point to which hon. Members have not yet referred and to which I may draw the attention of the House is this that the designing of machine tools has been given the highest priority and we have established a new designing society or institute in Bangalore. When I went to Prague two and a half years ago I had occasion to discuss with the

[Shri Manubhai Shah]

Czechoslovakian Government the question of technical collaboration for building up a machine tool designing institute and, as the House is aware, in the last session, in the budget we have made a provision and I had explained before the House here that we have already initiated the Indian Machine Tool Designing Institute in Bangalore just now as a guest institute of the Indian Institute of Science. This Institute will be run by a society which has already been formed, registered under the Registration of Societies Act, and that society consists of the various experts in machine tools. The Czechoslovakian Government has been good enough to grant us an assistance, a gift, of Rs. 65 lakhs for machinery, plant, equipment and technical designing personnel of Czech origin and of various other countries who are coming here now. We have appointed our own directors and Shri S. M. Patil, who is the Deputy Managing Director of Hindustan Machine Tools, Bangalore, has already been appointed a director of the Designing Institute, which will train young men, young and experienced engineers, both the public and private sectors in machine tool designing throughout India in this Central Institute. Because we consider that once we have the designers of machine tools the family of machine tools can be increased, as the machine tools is a very versatile family. Perhaps more than 10,000 machine tools are there of different designs. They can be grouped in 300 or 400 families, but it is an enormous population of machine tools which have to be manufactured, which have to be tailored to the requirements of every specific industry. It is not a question of mass production there; it has to be tailor-made, custom built for different jobs. Therefore, I can assure the House that even in the matter of technical know-how and designing we are trying to be as self-sufficient as possible and, therefore, the Central Designing Institute has been started.

Over and above that, we also take care of the heavy machine tools for the heavy industry. Therefore, at Ranchi we have planned the fifth heavy machine tool factory in the public sector, which is also coming up. Only four days back I had flown to Ranchi and I was very pleased to see that the Heavy Engineering Corporation there is establishing a whole heavy machine building plant with Russian collaboration and with Czech collaboration in a very satisfactory way. Huge amounts of investments have taken place and in 1963 HMB will start its first production. Coke oven batteries and equipments, petroleum refinery equipment, cement factory and sintering plant and various other heavy machine plants will start being manufacture there. In 1963, 1964 or 1965 perhaps the whole project will come in full stream and heavy machine building project will take very good shape. Therefore, the aspect of the heavy machine tools also has been looked into.

One of the hon. Members rightly pointed out the need for looking after the requirements of machine tools for small industries. This is a very important aspect whether any country should import twice the same machinery or not. It is true that we have to see that as many proto-types are produced as possible. It will not be right merely to go on importing and, therefore, we are currently thinking of establishing a small machine development society, a development society whose main function will be to co-ordinate information. Today we do not have enough information of the number of small machines imported into India for the small and medium industries by diverse importers. The National Small Scale Industries Corporation imports something and thousands and thousands of small entrepreneurs import something and large-scale and medium-scale machine manufacturers and industrialists import several other things. This particular society will

form a corpus of technical exchange information, specifications and designs and will put in touch the manufacturers of machinery on the one hand and the various importers on the other so that a marriage can take place and proper link can be established. Though we cannot assure that a machinery will not be imported twice immediately, we have to produce a proto-type and hand it over to our manufacturers so that those machines which are required in bulk and where an economic unit of production is possible and feasible, we may establish it either in the public sector or the private sector. That part of the activity for the small-scale and medium-scale factories is also being looked after. This is an important aspect and we are trying to look after it.

Then the question of dispersal of industrial estates and projects was also high-lighted. It is true that the main aim is to disperse industries. Even in the location of our heavy industries, as I had explained in the statement which I had occasion to lay on the Table of the House last session, we try to avoid industrial complexes, may be in Bangalore, Ranchi or Durgapur, and as the House at that time appreciated, all the new heavy industrial projects have been located in areas which were so far virgin and industrially backward, and that is why we have selected Roorki for the heavy electrical project. We selected Tiruchi in Madras and Ramachandrapuram in Andhra because of that very reason. We selected Kotah in Rajasthan for the instruments factory because we wanted to develop a new area which is not industrially forward. Similarly in Kerala we have selected Neriamangalam and other places for the new projects. I can assure the House that it is the firm policy of the Government that the units in the public sector would be located to the extent of technical and economic feasibility and possibility—because, after all, the House would not like us to put up a project in an area only because dispersal is the main thing, in an area where it is uneconomic or scientifically it is not possible, or technologically it is not feasible—to the extent all those functions could be fairly satisfied, it is our firm policy to locate the public sector units in the areas which are backward to serve the purpose of dispersal of industry in such a country of our continental size.

Even the industrial estates are going to be planned in different areas. The critics are asking why we have located them in the present places and why even in the earlier stages the industrial estates could not be located in the backward areas. It could not be done at that stage because it was a noval experiment, not tried anywhere else in the world. It is not correct to say that in Japan there are industrial estates round about as satellite industry. It has taken decades and decades for that development to take place. Today we find that our officers are working very hard in making a success of this project of that project, costing Rs. 30 crores, 60 crores, 100 crores or even 200 crores. The Ranchi project will be of Rs. 260 crores, the single biggest project of its type in the whole of Asia or perhaps in the world. That complex is very difficult to manage and to establish. At that time to ask the managers again to co-ordinate activity and to see that ancillary industries are spread throughout the country is something of an overstrain which we wanted to avoid uptil now. But we have given them instructions that as soon as they come of age and when a particular unit becomes thoroughly experienced, they should branch out to produce these industrial estates for ancillaries in areas other than the one where the main units are.

Shri Harish Chandra Mathur: That is what I am asking the HMT to do even now.

Shri Manubhai Shah: Even HMT because that was the first industrial

[Shri Manubhai Shah]

estate. As a matter of fact, the confidence that we got from the industrial estate was from Hindustan Antibiotics and Hindustan Machine Tools. Even these 30 units in Bangalose have not come to full production. We are waiting to organise fully. But I can assure the House that that suggestion is the basic policy of this country. We want to see that the industrial estates which are ancillary producers of the gigantic public sector products are located away from the main plant and as far as possible to enable development of industrially backward areas. So, that is a suggestion whict is most welcome and I can assure the House that it is being looked after.

To the price question the hon. Member made a reference. The landed cost as normally understood in the terminoloby of price factor is the cost including all the taxes or duties. What we merely seek to compare is that if a particular industry in the private sector has been given a protection, we would not merely take off that duty for the purpose of comparison because it is a public sector project. Just as we do not want to give any preferential treatment to any quarter of the public sector we would also not like to attach any handicap to the public sector *vis-a-vis* the comparative private sector. But if the hon. Members want to have further analysis of the cost, we are certainly prepared to say what the c.i.f. cost is. Very few prices are really comparable sometimes. Even the landed cost is sometimes an illusory thing because for export purposes every country subsidises or indirectly reduces the prices of its products which are being exported. Sometimes our public sector projects have, therefore, been put under a severe handicap of being compared with two uncomparable things and then people cast aspersions that the public sector is inefficient.

Shri Harish Chandra Mathur: But to judge the efficiency really we must have that, otherwise how are we to judge?

Shri Manubhai Shah: I fully appreciate that part and we are prepared to give the c.i.f. costs because they are all available. 15 per cent is the general import duty on all descriptions of the various machinery and we can deduct it. But what I want to assure is that by far and large the efficiency at the plant, the productivity of the units in most of the public sector projects—I am not saying all because it would not be right not to acknowledge where there has been defects—those have been as competitive and sometimes better than at any unit in the private sector here or abroad for the same type of industry. That is our good fortune and I take this opportunity of thanking the thousands of our technicians, civilians and the administrative officers who have been working in these public sector projects unheard of, unsung, unmerited and many times people decrying them without knowing what they are doing. There may be a little fault here or a little fault there. But that is so much enlarged.

Shri Sinhasan Singh (Gorakhpur): Rewards have been given. So, why say unheard of?

Shri Manubhai Shah: Awards are given. That is true. But uninformed criticism of the public sector sometimes hurts them more because they are defenceless. They cannot come out just as in the private sector the manager can defend before the shareholders right or wrong. Here I only want that the co-operation, sympathy and the blessings which have been given in large measure in this House should continue to be shown to the public sector managers, technicians, workers on the field, the semi-skilled and unskilled workers and the working class people who are manning these because public sector is the life and breath of industrialisation of this

country. Industrial leadership is to come from these gigantic heavy industries and without these industries neither the private sector can go ahead nor the various other co-operative or small-scale units can go ahead. Therefore there is hardly any conflict. These different sectors of the national economy work together to the extent public support from this House and outside from the private industry, the intellectuals, the economists and the criticis of the Government and of the public sector policy comes, I would urge with them that we have nothing to hide. Anybody can come and examine any project that they like. But then let them fairly give the compliments where they are deserved. If the public sector has done well, as it has done, it should be acknowledged that the policy of expanding the public sector in the Third Plan and in subsequent Plans is a correct one in the highest interests of the country.

With these words, I thank the hon. Mover and the hon. Members for having congratulated the HMT. I can assure them that we shall be happy to convey these greetings of the House to the workers and the management of Hindustan Machine Tools.

Shri D. C. Sharma: Mr. Chairman, Sir, the hon. Minister has given a very good classroom exposition of our public undertakings. I have benefited greatly by it. To me it has been like revising a lesson which I had already learnt.

An hon. Member: The examination is coming near.

Shri D. C. Sharma: It is good of him to make me again think of those things which were at the background of my memory today at least. But I ask myself as to how much of his speech he has devoted to HMT. He had been roaming all over India and had been talking of the national undertakings. We are as proud of them as he is; perhaps we are more proud than anybody else can be. But I want to know from him as to how much of his speech he has devoted to HMT which is under discussion today.

Shri Manubhai Shah: He was out for the first half of my speech.

Shri D. C. Sharma: I have heard his speech from A to Z and I am asking myself as to why he has not been talking more about HMT than everything else.

Shri Raghunath Singh (Varanasi): Sir, he was looking into books when the hon. Minister was speaking.

Shri D. C. Sharma: I had put certain questions but he made no answer.

Shri Harish Chandra Mathur: I thought there was nothing in the whole 35-minute speech of his.

Shri D. C. Sharma: I wanted to know from him what was being done so far as relations between the workers and the management are concerned. He has left that thing out entirely. I wanted to know from him.....

Shri Basappa (Tiptur): He has assured about that.

Shri Braj Raj Singh (Firozabad): Sir, is he again moving the Motion?

Mr. Chairman: I may remind the hon. Member that this is the winding up stage of the debate.

Shri D. C. Sharma: I wanted to know other things from him about HMT. But he has thrown absolutely no light on those things. He has, of course, enlightened us greatly on the public undertakings of which we are very proud. I will be the last to say that those public undertakings should not grow from strength to strength. We all want that our public undertakings should do very well and if I am to speak for myself I would say that the public undertakings should not be afraid of any competition from

[Shri D. C. Sharma]

the private sector. There are some persons in the South who are in their private life more wedded to private sector than to public sector. Therefore when they come here they have to speak with some kind of reservation. I am absolutely a man for the public sector and I want this public sector to be as big as possible.

So far as the dispersal of industries is concerned, the hon. Minister has given his observations, but I want to ask him one thing. How far is he going to disperse these industries?

Shri Manubhai Shah: I may say that he was not at all present or heard me. I have said about each machine tool factory plant of Hindustan Machine Tools areawise giving the reason for every factory . . .(*Interruption*).

Mr. Chairman: Order, order. I may again bring to the notice of the hon. Member that this is the winding up stage of the debate. He should not raise new issues now. He may reply to certain points raised by the hon. Minister or by other hon. Members, but let him not raise new issues

Shri D. C. Sharma: I do not want to raise any new issues, but what I have been saying is that the reply of the hon. Minister has been very disappointing from my point of view because he has not touched any of the issues that I had raised.

In the end I want to say that we are all very proud of the HMT. There is no doubt about it. But, I think the hon. Minister should have told us a few more things about the points that were raised by me and by the only other speaker. I thought that should have been done. Specially I wanted to know something about the workers. That has not been done by the hon. Minister.

Lastly, I would say that this Hindustan Machine Tool factory should grow from strength to strength and I wish that the model that it has set should be followed by other factories also so that our public sector becomes one of the must glorious examples of our nation-building projects of this country.

Mr. Chairman: The question is:

"That this House takes note of the Annual Report of the Hindustan Machine Tools Limited for the year 1959-60 along with the Audited Accounts and comments of the Comptroller and Auditor General thereon, laid on the Table of the House on the 4th August, 1960."

The motion was adopted

Mr. Chairman: I think we may now adjourn.

The Deputy Minister of Law (Shri Hajarnavis): No, Sir.

Shri Naushir Bharucha (East Khandesh): There is a small Bill which will take only five minutes.

Shri Hajarnavis: It is a formal amendment to the Indian Succession Act. I had requested the hon. Deputy-Speaker to take it up.

It will take only five minutes.

Some Hon. Members: That may be taken up.

Shri Hajarnavis: The Deputy-Speaker said that it may be taken up.

Mr. Chairman: I am entirely in the hands of the House.

Shri Naushir Bharucha: I may be taken up.

Mr. Chairman: Yes.

16.30 hrs.

INDIAN SUCCESSION (AMENDMENT) BILL

The Deputy Minister of Law (Shri Hajarnavis): Sir, I beg to move:

"That the Risk further to amend the Indian succession Act, 1925, as passed by Rajya Sabha, be taken into consideration."

This is a small Bill. The effect of the Bill is to apply the law which now applies to Hindus, Mohammedans, Budhists, Sikhs and Jains also to Parsis which there has been a demand from the Parsi community. Under section 211, after a person dies, his property vests in his executor or administrator. But, this provision does not apply to Hindus, Mohammedans, Buddhists, Sikhs and Jains. If the property passes by survivorship, it vests in the survivor. If it vests in the executor or administrator, he has to take Letter of Administration and if the deceased has left a will, probate has got to be taken out under section 213. It was represented to us by the Parsi community that like the Hindus, Mohammedans, Buddhists, Sikhs and Jains, this provision should not apply to the Parsi community. This amendment seeks to give effect to this demand on behalf of the Parsi community and tries to bring their law on this subject in line with the other communities. This is the effect of the Bill and I commend it to the acceptance of the House.

Mr. Chairman: Motion moved:

"That the Bill further to amend the Indian Succession Act, 1925, as passed by Rajya Sabha, be taken into consideration."

Shri Naushir Bharucha (East Khandesh): Sir, I shall not take the time of the House. I rise to support this Bill and thank the Government for bringing this Bill for amending the Indian Succession Act.

It was by a strange historical coincidence that the Parsi community was subjected to a different procedure in the matter of intestate succession from the various other Indian communities, such as Hindus, Buddhists, Sikhs and Jains. The disadvantage under which this community was suffering was that under the law, if a person left a will, the executor had to apply for probate and if he did not leave a will, he had to apply for Letters of administration. Both of them were procedure not only combersome, but extremely expensive. The present amendment seeks to bring the Parsi community on the same basis as Hindus, Mohammedans, Sikhs and Jains. I think the Government have done well in accepting the suggestion of the Parsi community. I may assure the House that barring the reason of historical association or historical accident, there was nothing at all either in the custom of the Parsi community or any other law applicable to them which should have placed any distinction between them and the other communities. I, therefore, welcome this Bill and I thank the Government for having brought it up. Though justice is being done rather late in the day, still we are glad that one big grievance under which the community was suffering is being removed.

Mr. Chairman: I think Shri Ananta Tripathi Sharma wants to speak.

Shri Ananta Tripathi Sharma (Chatrapur-Orissa): I wanted to speak on the Indian Succession (Amendment) Bill, 1958, but I find that the present Bill is the Indian Succession (Amendment) Bill, 1961. So, I do not want to say anything on this.

Mr. Chairman: The Question is:

"That the Bill further to amend the Indian Succession Act 1925, as passed by the Rajya Sabha, be taken into consideration."

The motion was adopted.

Mr. Chairman: Now, we shall take up the Bill clause by clause. Clause 2 and 3 have no amendments. So, I shall put both these clauses together to vote

The question is:

"That clauses 2 and 3 stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

Clause 4– (*Amendment of section* 213).

Shri Hajarnavis: I have got a formal amendment to this clause. I beg to move:

Page 1, line 20, *for* '1961' *substitute* '1962'. (3).

This amendment follows as a result of the amendment that will be made in the Short Title. The name of the Act will now read as the Indian Succession (Amendment) Act, 1962 instead of as the Indian Succession (Amendment) Act, 1961. This is a consequential amendment.

Mr. Chairman: The question is:

Page 1, line 20, for '1961' *substitute* '1962'. (3).

The motion was adopted.

Mr. Chairman: The question is:

"That clause 4, as amended, stand part of the Bill".

The motion was adopted.

Clause 4, as amended, was added to the Bill.

Clause 1– (*Short Title*)

Amendment made:

Page 1, line 4, *for* '1961' *substitute* '1962'. (2).

(*Shri Hajarnavis*)

Mr. Chairman: The question is:

"That clause 1, as amended, stand part of the Bill".

The motion was adopted.

Clause 1, as amended, was added to the Bill.

Enacting Formula

Amendment made:

Page 1, line 1, *for* 'Tyelfthyear' *substitute* 'Thirteenth Year'. (1).

(*Shri Hajarnavis*)

Mr. Chairman: The question is:

"That the Enacting Formula, as amended, stand part of the Bill".

The motion was adopted.

The Enacting Formula, as amended, was added to the Bill.

The Long Title was added to the Bill.

Shri Hajarnavis: I beg to move:

"That the Bill, as amended, be passed".

Mr. Chairman: The question is:

"That the Bill, as amended, be passed".

The motion was adopted.

16.39 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, March 29, 1962/Chaitra 8, 1884 (Saka).

[*Wednesday, March 28, 1962/Chaitra 10, 1884, Saka*]

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CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE . 2223–24

Shri Premji R. Assar called the attention of the Minister of Labour and Employment to the reported clash between the two groups of coalminers in the colliery town of Kothagudium and police firing resulting in the death of 7 miners.

The Deputy Minister of Labour (Shri Abid Ali) made a statement in regard thereto.

PAPERS LAID ON THE TABLE 2224–27

(1) A copy each of the following Orders under sub-section (6) of section 3 of the Essential Commodities Act, 1955:—

(i) The Fertiliser (Control) Amendment Order, 1962 published in Notification No. G.S.R. 276 dated the 3rd March, 1962.

(ii) The Fertiliser (Control) Second Amendment Order, 1962 publishedin Notification No G.S.R. 324 dated the 17th March, 1962.

PAPERS LAID ON THE TABLE—*contd.*

(2) A copy of Annual Report of the Government Telephones Board Limited for the periosd from the 1st April to 8th September, 1960 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon,under sub-section (1) of section 619 A of the Companies Act, 1956.

(3) A copy each of the following papers —

(i) Certified Accounts of the Delhi Development Authority for the year 1958-59 together with the Audit Report thereon, under sub-section (4) of section 25 of the Delhi Development Act, 1957.

(ii) Report of the Contributory Health Service Scheme Assessment Committee.

(4) A copy each of the following Notification making certain further amendments to the Delhi Motor Vehicles Rules, 1940, under sub-section (3) of Section 133 of the Motor Vehicle Act, 1939:—

(i) Notification No. F. 12/54-61-Transport published in Delhi Gazette dated the 21st September, 1961.

(ii) Notification No. 12/53/60-Transport published in Delhi Gazette dated the 16th November, 1961.

(iii) Notification No F. 12/38/57 61-Transport published in Delhi Gazette dated the 18th January, 1962.

(5) A copy of Report and the Certified Accounts of the Shipping Development Fund Committee for the period ended the 31st March 1960 together with the Audit Report thereon under sub-section (6) of section 16 of the Merchant Shipping Act, 1958

(6) A copy of Report of the Working Group on Panchayats and Cooperatives.

(7) A copy each of the following Reports of the Law Commission :—

PAPERS LAID ON THE TABLE—*contd.*

COLUMNS

(i) Twenty-first Report on Marine Insurance.

(ii) Twenty-second Report on the Christian Marriage and Matrimonial Causes Bill, 1961.

REPORT AND MINUTES OF COMMITTEE ON PETITIONS PRESENTED. . 2227, 2228

Fifteenth Report was presented and Minutes of the Committee were also laid on the Table.

MESSAGE FROM RAJYA SABHA 2227

Secretary reported a message from Rajya Sabha that Rajya Sabha had no recommendations to make to Lok Sabha in regard to the Appropriation Bill, 1962, passed by Lok Sabha on the 19th March, 1962.

REPOTS OF ESTIMATES COMMITTEE PRESENTED 2228

Hundred and sixty-fifth, and Hundred and sixty-sixth Reports were presented.

BILLS PASSED . 2228—63,2336-40

(i) Further discussion on the motion to consider the Advocates (Amendment) Bill concluded and the motion was adopted. After clause-by-clause consideration the Bill, as amended, was passed.

(ii) The Deputy Minister of Law (Shri Hajarnavis) moved for consideration of the Indian Succession (Amendment) Bill, as passed by Rajya Sabha. The motion was adopted. After clause-by clause consideration the Bill, as amended, was passed. .

BILL UNDER CONSIDERATION . . . 2263—2303

The Deputy Minister of Civil Aviation (Shri Mohiuddin) moved that the Air Corporations (Amendment) Bill, as passed by Rajya Sabha, be taken into considcration. The discussion was not concluded.

COLUMNS

MOTION RE : ANNUAL REPORT OF THE HINDUSTAN MACHINE TOOLS LIMITED 2303—36

Shri D. C. Sharma moved the motion *re.* Annual Report of the Hindustan Machine Tools Limited for the year 1959-60, laid on the Table on 4-8-60. He also replied to the debate. The motion was adopted.

AGENDA FOR THURSDAY, MARCH 29,1962/ CHAITRA 8, 1884 (Saka)—

Further consideration of the Air Corporations (Amendment)Bill, as passed by Rajya Sabha, and passing of the Bill. Also consideration and passing of Hindi Sahitya Sammelan Bill, as passed by Rajya Sabha.

GMGIPND—LSII—2049(Ai)LS—11-4-62—900

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